

The Hongkong Telegraph.

WEATHER FORECAST
FAIR
Barometer 30.02

(ESTABLISHED 1881.)

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August 17, 1913, Temperature a.m. 80, p.m. 90, Humidity...92, 73.

August 17, 1912, Temperature a.m. 70, p.m. 87; Humidity...35

9174 晚七十月七年丑癸

MONDAY, AUGUST 18, 1913.

一拜禮 號八十月八年亥癸

\$36 PER ANNUM
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TELEGRAMS.

BALKAN AFFAIRS.

BULGARIA NOT CRUSHED.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 17.
Reuter's correspondent has arrived at Sofia from Bukharest, and says that demobilisation is in full swing. At every station in the field the trains are crammed with the disbanded soldiers, who all looked well and were in excellent spirits, giving no impression of a beaten Army. On the contrary, their bearing was most soldierly and disciplined. Among the Army there is great bitterness against Roumania, whose intervention, they declare, has reduced Bulgaria to impotence.

Position Favourable.
The foreign Military Attaches seem to think that the position of the Bulgarians when the armistice was concluded was decidedly favourable. They were actually in the process of out-flanking the Greek Army, which in a couple of days would have been enveloped and forced to retreat.

The scenes at the country stations, and in Sofia, betoken a spirit of the nation rising against her misfortunes.

The people are hailing the troops with great patriotic enthusiasm.

Popular Reception.
When the troops of the Sofia division returned they were welcomed by large crowds, who showered flowers over them.

King Ferdinand was crowned with a wreath of leaves as he rode at the head of a number of high officers, who were similarly wreathed.

Cholera.
London, Received Aug. 18.
Cholera appears to have broken out in various places in Bosnia. Six deaths and a number of suspicious cases are reported.

There are numerous cases of cholera among the returned Roumanian troops, while the Montenegrin troops are being detained at the frontier owing to the prevalence of the same disease.

Bulgarian Protest.
Reuter's correspondent at Sofia states that Bulgaria has presented a Note to the Powers stating that the Turks are marching towards Atraj and Gümüshina. The Note declares that it is iniquitous that the Treaty of Bukharest should oblige Bulgaria to demobilise while the Turks are permitted to interfere with impunity one of the fundamental dispositions of the Treaty of London. The Note urges the Powers to prevent the continued presence of the Turks on the Bulgarian side of the Enos-Midia line.

NEW YORK GOVERNORSHIP.

MR. SULZER OBSTINATE.

London, Received Aug. 18.
Reuter's correspondent at Albany says Lieutenant-Governor Glynn of New York has called upon Governor Sulzer to surrender executive authority.

Governor Sulzer has locked the doors of the Capitol and placed numerous guards over them. He has proposed that he and Mr. Glynn should prepare a statement of the case for presentation to the Courts, and this will probably be done.

London, Received Aug. 17.
Lieutenant-Governor Glynn has declined to submit the question to the Courts, and declares his intention to perform the functions of Governor.

LONDONDERRY QUIET.

London, Received Aug. 18.
Londonderry is quiet on the arrival of the troops.

TELEGRAMS.

CANADIAN CYCLONE.

WHEAT CROPS DAMAGED.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 18.

A message from Reuter's correspondent at Winnipeg states that a cyclone has swept the North-West over an area 100 miles wide and 700 miles long.

The damage done to the grain-fields in Manitoba and part of Saskatchewan is very heavy, many barns and granaries being unroofed and overflured.

London, Received Aug. 17.

Later details received regarding the cyclone considerably modify the reports of the damage done. Though the crops have been flattened, the grain is only in the milk stage and may recover under a hot sun, in which the loss would be fractional; also, the downpour should make the yield greater.

SAN FRANCISCO EXHIBITION.

GERMANY'S POSITION EXPLAINED.

London, Received Aug. 13.

The semi-official newspaper "Norddeutsche" says that the German Government, which approached the question of participation in the San Francisco exhibition in the friendliest way, did not reach a decision not to participate with a light heart, but the Government has to reckon with the reluctance of German commercial circles, which was due to a general weariness of exhibitions. The inauguration of the Panama Canal would probably afford a fitting opportunity of showing the interest of Germany in this mighty achievement, for which the world was indebted to the United States.

VANCOUVER UNREST.

FURTHER RIOTING.

London, Received Aug. 18.

Grave unrest continues in Vancouver. There has been further rioting in South Wellington, where several residences have been burned and non-Unionists ejected from their homes.

A systematic arrest of all agitators begins to-morrow (Monday).

There are at present a thousand troops in the disturbed area. The Laborites throughout the province are protesting against the despatch of the Militia.

MEXICAN AFFAIRS.

AMERICAN OFFICIAL ATTACKED.

London, Received Aug. 17.

Reuter's New York correspondent states that most of the newspapers violently attack Dr. Hale, who had been in Mexico some months before Mr. Lind for the purpose of informing President Wilson of the situation. Dr. Hale has received dozens of warnings of his danger of arrest and expulsion.

MRS. PANKHURST.

London, Received Aug. 17.

Mrs. Pankhurst has gone to France to undergo a cure.

TELEGRAMS.

CHESTERFIELD.

THE RIVAL CANDIDATES.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 18.

Mr. Asquith has telegraphed to Mr. Konyon, the nominee of the Miners' Federation and the Dockers' Union, wishing him success in the Chesterfield by-election.

The Miners' Federation Executive have repudiated Mr. Konyon whom the Derbyshire miners are supporting.

A split among the miners on the subject of Liberalism and Labour is expected.

Mr. Bonar Law, in a message to Mr. Christie, declares that the Government are afraid to interfere with the open organisation of Ulster to resist Home Rule because the majority of people in Great Britain would support Ulster in resisting.

A later telegram states that Messrs. Konyon, Christie, and Scarr (Socialist) have been duly nominated at Chesterfield.

WATERPLANE RACE.

ROUND GREAT BRITAIN.

London, Received Aug. 16.

Amid sunshine and calm the "Daily Mail" waterplane races for 25,000, confined to machines with British engines, commenced on Saturday.

Mr. Hawker, on a Sopwith biplane, left Southampton, cheered by throngs of people, on the 1,800 mile course round Great Britain, via Remegate, Yarmouth, Aberdeen, Cromarty, Oban, Dublin, and Falmouth. Flying high and fast, he was again cheered at the various coast towns.

Mr. McClean, the only other competitor, starts later in the afternoon.

A later message says that Hawker arrived at Yarmouth in four and a-half hours. McClean is expected to start on Monday.

HOME CRICKET.

LATEST RESULTS.

London, Received Aug. 17.

Kent drew with Somerset at Taunton.

Hants beat Sussex at Southampton by five wickets.

Leicestershire defeated Worcestershire at Worcester by eight runs.

Lancashire beat Middlesex at Liverpool by an innings and 11 runs.

Gloucestershire beat Warwickshire at Cheltenham by 247 runs.

Yorkshire beat Surrey by an innings and 19 runs at the Oval.

THE DAVIS CUP.

SEIZED BY CUSTOMS OFFICERS.

London, Received Aug. 17.

Customs officers at New York seized the Davis Cup, when the victorious American tennis players arrived, and refused to return it till the duty was paid, declaring that the cup became foreign property when the Englishmen won it.

BOXING.

P.O. CURRAN BEATEN.

London, Received Aug. 17.

Reuter's Sydney correspondent says Bill Lang defeated Petty Officer Curran on points in a twenty-round contest.

TELEGRAMS.

VENEREAL DISEASES.

AN IMPORTANT REPORT.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 18.

It appears that there has been a Local Government Board Enquiry into venereal diseases at the instance of Mr. John Buras during the past year.

The report was issued on Friday evening.

It expresses disapproval of notification as tending to concealment and delay in treatment, and hopes that the operation of the Insurance Act will lead to the detection of much of the disease hitherto neglected. It further says that the disease could be made outstanding if early resort to skilled treatment could be made the rule instead of the exception. This result was impossible unless a more frank attitude on the whole subject is adopted, and the importance of its public health aspect realised.

THE TYPHOON.

(Continued from Page 4)

Exciting experiences fell to the lot of a party of local yachtsmen who went out for a week-end trip on Saturday afternoon. In all there were six yachts, and all but two got into difficulties, three being driven ashore at Tai Pak (Discovery Bay), where they still lie. The yachts and the gentlemen in charge of them were: "Scottenden" (Mr. D. K. Blair), "Eveladne" (Mr. G. G. Weid), "Bat" (Mr. Orchard), "Beatrice" (Mr. J. A. Dove), "White Rose" (Mr. Ainsley), and "Spiondrift" (Mr. Delaunay).

The party set out from Hongkong at about 2 o'clock on Saturday afternoon, and on passing Green Island no typhoon signs were showing. On the starboard tack they close-hauled at Kowloon Island, when, shortly after five o'clock the signals were observed on Green Island. Five minutes afterwards a heavy squall was encountered, accompanied by thunder, lightning and heavy rains. Sail was hauled down and the craft ran before the gale, the yachtsmen subsequently finding themselves three or four miles out of their courses. The squall then cleared and after a pleasant sail Discovery Bay was reached. At about 10 p.m. a stiff breeze sprang up, and the Scottenden let out her starboard anchor with seven fathoms of chain in two fathoms of water. She then hauled up and let go her port anchor, moving out twelve fathoms on the starboard and in on the port, but she held her ground until five o'clock the following afternoon. At 4 a.m. the Bat was seen to be in difficulties; she was drifting in shore and her occupants began waving lanterns as a signal of distress. The Scottenden accordingly put out a dinghy, in charge of Mr. Goulton and a Chinese boy, to render assistance. Those in charge of the dinghy managed to get the Bat's head round to the wind and towed the vessel a little way from shore. Then the crew of the Bat hoisted the jib and attempted to get up their mainsail, when the dinghy left her, thinking she was safe. Just afterwards, however, a fresh sea sprang up, and the Bat was carried high and dry into a paddy field, where she remains.

At daylight the crew of the Scottenden awoke to find the Eveladne in difficulties, but she later got under way with three reefs in her mainsail and was towed in the dinghy, which followed. In the meantime Messrs. Storie and E. G. Edwards put off in a dinghy and brought off Messrs. Orchard and Brotherton from the shore, taking them on to the Scottenden.

TELEGRAMS.

HARRY THAW.

ESCAPES FROM ASYLUM.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 18.

Reuter's correspondent at New York states that Harry Thaw, who was convicted of the murder of his wife's lover in 1908 after a sensational trial, has escaped from the Criminal Asylum at Matteawan (to which he was afterwards committed) in an automobile.

The keepers are pursuing him.

Houses Flooded.

Heavy rain between this thoroughfare and the sea were flooded to a very great extent; the pavement and basements of the houses, being considerably below the level of the road, retained the water and held it to a depth of over two feet. The front of the house which is in this particular neighbourhood to preserve their lives and possessions was more frantic than effective, though a few of the more valuable goods were carried off bodily to places of safer refuge.

At this time, there was plenty of wind, but little rain, and any one not afraid of wet shoes, and able to avoid the occasional downfalls of spray, could find most of what was happening without too great inconvenience, and even with some enjoyment, if anyone could enjoy "this fierce and elemental strife." East of the Naval Yard matters were fairly quiet, for the greater part, but at the bottom of Arsenal Street, a pile of wreckage—a large piece of mast was at the junction with Queen's Road—told an eloquent tale of the fate of a junk. A little distance away a lighter, with a crane on board, and vertical engine had sunk, only the boom and top of the engine showing above the water. This is the second time this particular vessel has sunk within the fortnight, but on this occasion, it was the most graceful method it could have adopted to avoid destruction, for, had it floated, its fate would have been that of the junk.

Blake Pier Threatened.

Past the naval yard the next item of interest was the H.K. C.C. field. Here the ground was strewn with leafage stripped from the trees, while the concert platform had collapsed as though it had received a lusty push on one corner. This is the first serious blow that the Star Ferry Pier has had to face, and it stood the test well, though suffering some slight damage, from a loaded lighter alongside. Blake Pier was not in so safe a condition, for on the eastern side an iron hull was pounding away with what result it was not clear, though, later, it was cleared in such a manner that little or no damage was done to the structure.

The kiosk at the entrance to the Pier was no longer in its accustomed position, but was right-end-up, at the corner of the Government Building, it having been removed before the storm. It was just past here that a European lady and gentleman almost became as leaves in a spring breeze, for the strength of the wind robbed them, for a moment, of all volition as to the course they would take. They were swept along quite merrily and while they kept their feet, it was an absolute fore-up whether they would land in the harbour, or be deposited in the flooded side walk. The gust, however, subsided, having taught them to be not quite so venturesome.

Filmsy Chinese Structures.

Long before the Harbour Office was reached, huge lumps of stone were to be noticed on the road. If they got where they were, by human agency, the purpose of their presence was not clear, but if they were deposited by a considerable portion of Wanchai Road.

SCENES IN HONGKONG.

The scene on the Hongkong side of the harbour was sufficient to enable a griffin to understand the terrors of a real typhoon without the exhibition being fought with the calamities attendant upon the actual article. True, a very fair amount of damage was done, but none seemed to call for very special regret, save that occasioned by any ordinary scene of destruction. The first hard blow came at about twenty minutes to four in the morning when a sudden squall rattled cressments, shook a few tiles off godowns and Chinese houses and gave robustness to the promise of developing terrors. Headless people, who had not battered down their premises over night, were busy fastening shutters and, save for gusts of howling wind and an occasional clatter of falling glass, things soon were quiet again.

There was not a great deal of shipping in the harbour, and only an odd junk or two had left the signals of the night ignored—most of these were quite suitably rewarded by the elements, before the blow ceased. The "white horses" on the water increased in size and frequency, and the tide rose until the level of the Praya wall was reached. Had it stopped there many of the wildly existing scenes, that were witnessed, would never have occurred, but the larger sea and fill of the waves created a considerable wash over the whole of the sea front, that by nine o'clock great stretches were under water and rendered impassable, not only by the depth of water, but also by the huge volumes of spray, which the wind carried across the Praya. Turnings off the front were flooded and outside No 2 Station, the police had a hard job clearing a drain, the defect of which had caused flooding of a considerable portion of Wanchai Road.

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TELEGRAMS.

AGAINST HOME RULE.

FUNDS FROM OVERSEAS.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 18.

The Unionist Headquarters at Belfast have received letters from Orangemen in Vancouver enclosing £210 sterling, and from Malbourne enclosing £200 as contributions to fight against Home Rule.

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SOLE AGENTS:
MITSUI BOSSAN KAISHA
Hongkong, June 11th, 1913.

ASTHMA CAN Be Cured.

THEN why be half suffocated,
and sit up all night cough-
ing and gasping for breath when
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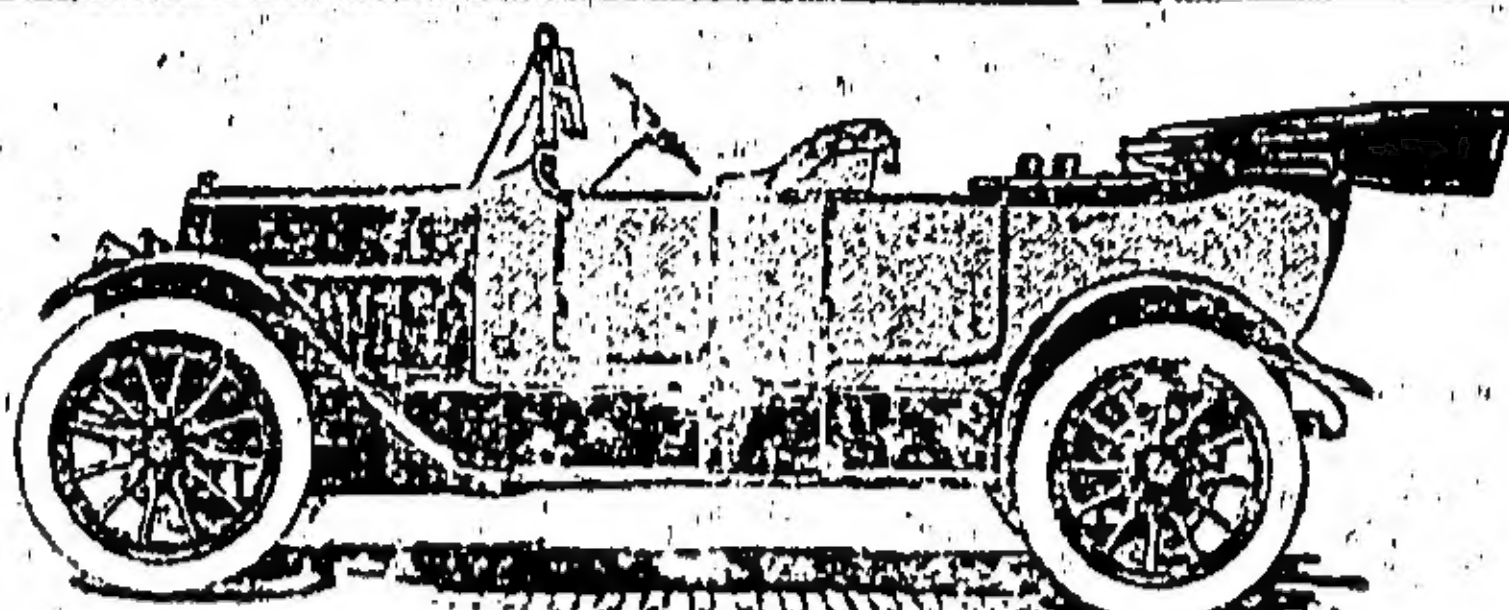
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Hongkong, 1st Aug., 1912. [55]

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ramped for without any trouble to
guests.
Hongkong, 1st Feb., 1912. [132]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1018.

Developing, Printing & Enlarging
Hongkong, 11th July, 1912. [14]

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OUR CONTEMPORARIES.

China Mail.

The Revolt.

No news of any importance has
been telegraphed from the North
to-day with regard to the Revolt,
so it may be assumed that the
situation is much the same as it
has been during the past few days.
Since the fall of the Wuosung
Fortifications, the Northerners
have apparently concentrated their
forces at Nanking, which, as
already reported in our columns,
has again declared her "inde-
pendence." It is a forlorn hope,
as it can only be matter of a few
days before the Government
troops recapture the city and dis-
perse the recalcitrant rebels.
Shanghai is now assuming a
normal aspect, and to all appear-
ance the so-called Punitive Force
has been all but vanquished, its
main body having been largely
dispersed and its leaders in Japan
and elsewhere as refugees. It has
been a ghastly failure so far as
Dr. Sun Yat Sen, Huang Hsing,
ex-Viceroy Shum, Chan Kwing
Ming and other less known
leaders are concerned.

Daily Press.

China Tea Trade.

The recently published Consul-
ar Report on the Trade of Hankow
in 1912 contains the following in-
teresting particulars of an attempt
to revive the tea trade of Hunan
and Hupeh:—"The authorities
appear to be at length waking up
to the danger of extinction which
threatens the tea trade of Han-
kow, which with Kiuksiang is the
chief producing centre remaining
in China. It is long since primi-
tive methods and the policy of
laissez faire have relegated the
tea of China to a position in the
world's markets inferior to those
of Ceylon and India. Russia re-
mains the only country in which
China teas can be said
to be predominant, and if
present conditions continue,
the loss of this market also can
only be a question of time. The
Hunan Government has now
devised a scheme, the principle
of which is to induce an improve-
ment in the quality by limiting
the quantity of tea for export.
This is to be effected by establish-
ing a monopoly embracing the
packing and the marketing of the
finished article to the foreign-
buying buyers at a fixed price.
A liberal schedule of fees payable
by the Chinese hongs engaged in
the trade is of course added to
bring gist to the official mill. It
would be unfair to deny any
motive to the officials responsible
for it except that of collecting
revenue, but it is quite certain
that the proposal will not achieve
its avowed object of improving
the quality.

South China Morning Post.

The New Regime in Canton.

Canton, especially the mercan-
tile community whose interests
have been at stake in the struggle,
owes Governor General Lung
Chi-kwong a deep debt of
gratitude. A lessable man might
have made matters worse than
they have been. The truth of this
is evidenced by the utter failure
of the aspiring Tutuhs to control
their men in the hour of crisis in
contrast to the confidence exist-
ing between the new Governor
General and the gallant little
army of disciplined troops he
brought with him from Kwangsi.
Governor General Lung harbours
no feeling of revenge against the
troops who have opposed him.
He is sufficiently broad-minded to
acknowledge that, left to their
own devices and with ideas of
antipathy instilled into their
minds by officers who had desert-
ed, little better than mutiny and
looting could be expected of the
Governor's troops.

For a good solid meal at a la
Carte or Table D'Hôte with
Wines & Liqueurs of the Best
ALEXANDRA CAFE.

GENERAL NEWS.

Light Luncheons.

There has been some fluttering of the news lately as the result of a statement of the deputy chief cashier of the Bank of England that women's luncheons do not eat enough, which is one of the quality of their work. One of the important reasons for the taking up of light luncheons are her claim, they go home to a light dinner. Moreover, the heavy meals are not considered to be to good work.

Canadian Born.

Unconventionality, optimism, and a broad outlook were among the dominating characteristics of the late Rev. Robert MacAlpine Thornton, who was one of the leading members of the Presbyterian Church of England. These qualities have been attributed to some extent at least, to his Canadian birth and training. In the pulpit he was known for his gift of making arresting phrases, which, while at times raising a smile, none the less remained impressed on his hearers.

Geographical Knowledge.

Few men living have done so much for the advancement of geographical knowledge as Sir Clements Markham, who has just completed his 23rd year. His career includes encounters with pirates, participation in the Arctic Expedition of 1850-51 that went in search of Sir John Franklin, exploration in Peru, and being present at the capture of M. Gdula, as Geographer to the Abyssinian Expedition of 1878. Sir Clements occupied the presidency of the Royal Geographical Society for the record term of 12 years.

England and Belgium.

The festivities at Antwerp in commemoration of the fiftieth anniversary of the abolition of the Scheldt tolls, recall a notable service rendered by Great Britain to Belgium. In 1839 the latter country assumed responsibility for the Scheldt shipping tolls due to the Dutch Government, but the payments were a severe drain on the Belgian Treasury. In 1863, owing to the support of Great Britain, Holland agreed to forego all right to the tolls on payment of about £1,500,000. Since then Antwerp has developed until it is now one of the largest ports in the world.

Science and Sociology.

Prince Kropotkin, who expressed at the British Medical Conference his disbelief in the deterrent effect of prison, has himself been imprisoned for political offences. In 1874 he was confined in the military fortress of St. Peter and St. Paul, from which he escaped, and nine years later he was sentenced to imprisonment at Lyons. He is perhaps the most versatile social reformer of our times, being equally well-known for his geographical discoveries, his criticisms of the Darwinian theory of evolution, and his investigations of methods for improving agriculture.

Labour and the Cabinet.

Although we can quite believe that a grateful Government would willingly reward the Chairman of the Labour Party with a seat in the Cabinet, and, moreover, that Mr. Ramsay MacDonald would eagerly accept it, the idea that such a step would have the approval of the Labour Party is unthinkable, says a Home paper. Already they are suspected from one end of the country to the other; the workers exorcise them by a veritable anathema of the Radical Political suicide for themselves, be it said, such an act as the inclusion of their Chairman in the Cabinet.

Remarkable Election.

Mr. Joseph Vardon, whose death is announced from Adelaide, was the hero of a most remarkable election. When he was in 1906 elected by the State to the Federal Parliament, the election was on petition declared void owing to irregularities in counting the votes, and the State Parliament elected another Senator. But the High Court declared the seat to be vacant, and ordered a new election, which resulted in Mr. Vardon being returned by a majority of over 7,000. Mr. Vardon fought for the maintenance of the rights of the people of the State to choose their own Senators.

THE CAUSE OF MILITANCY.

(Concluded From Friday).

The Militants are so much misunderstood because the Press and to most people their only source of information regarding them is the Press. The Press only deals with the fact of conduct and not with the facts of the spirit. Nothing can be made more misleading than an array of hard facts. Take a number of facts and fit them with adjectives and phrases either—hysterical; wild looking and dishevelled; yelling and shrieking; brandishing flags; mad; with fury; or—enthusiastic; hustled by the mob; endeavouring to make themselves heard; holding their flags aloft; hot with indignation. What an extraordinary difference it makes!

The Militants are also looked upon as women who hate men and the cry "sex antagonism" has been used against them. But the charge should be all on the other side. It is curious that many men cannot realise that antagonism does not show itself except where there is rivalry. It is therefore not enough for men to assert warmly how splendidly women care for babies or to declare with enthusiasm that women are absolutely indispensable as bearers of children, in order to clear themselves from the charge of sex antagonism. So long as women remained in the sphere of sex matters and the peculiar duties of the home she was quite unaware of the depth of sex antagonism latent in the minds of most men. The revelation has been a somewhat bitter experience for her. Men as a whole have jealously opposed every step of the way, women's entry into higher education, into the higher professions, into official and public life, and into politics. I know they say that it is regard for woman herself and for the race that has made them do it, but then how is it that they have never shown half the zeal or enthusiasm in opposing woman's entry into the lowest profession of all or into the underpaid and sweated industries which surely have the worst effect upon the race? The women are marching with an end in view, the political, social and personal freedom of women. An army of men have encamped in the road to stop them and seeing the women coming they say, "Look at these women marching against us. What a shocking example of sex antagonism!" They do not see that if only they will get out of the way the apparent sex antagonism will cease. But there is in the army of the suffragists and especially of the Militants a force which will successfully prevent the possibility of sex antagonism on their side—a force of which women have known little in the past—the disinterested friendship of men. I say especially among the Militants because the men who have stood by them have really suffered loss of reputation, loss of money, loss of professions and in some cases loss of health in the fight, and the Militants do not and will not forget it.

It is extraordinary to me and I think to all those who know the Militants how the spirit of fine gentleness and humour has remained with them. They are, of course only human and some at least have been made bitter and reckless by their experiences, but the majority of them have marvellously triumphed in spirit. Perhaps the secret of it is that for the most part these women are allied with others' wrongs to the exclusion of their own.

In the paper "Votes for Women" of a few weeks ago there was a short poem which sums up the spirit and motive of the Militants. It is called "The Hunger Striker."

"'Tis by me now, that which I may not take;
The food and water that, for
Love's great sake
I must refuse, preferring pain
and death
Rather than cease the fight
whilst I have breath.
'To-morrow we will come to
you,' they said.
Oh visitors relentless, visit
dread!
Behind the bars already faded
the light.
What thoughts will bear me
company this night?"

Too well I know what now I
face again,
The fight, defeat, the burning
eye and brain,
Revolt of outraged body, shame
intense,
And black depression weighing
on each sense.
The shadows deepen and the
cell grows dim.
God, let there be no night,
no morrow, grim!

Coward, to shrink. Do you
begrudge your share
In this great fight to make man's
life more fair?
What though it cost your youth
and health and life,
Are not these things the aim of
all the strife,
That they may be for all—not
for the few?
Rejoice this chance to give is
offered you.

I will remember when they
come to me
That woman in far worse
captivity
Do know the shame that rocks
the very soul;
The road to save them takes a
heavy toll!
Ah greater shame on us should
we once cease
To batter at the gates for
their release.
How little light is left in this
grey place.
I cannot help these tears upon
my face.
The darkness fills my cell—I
cannot see—
Great Light upon the Cross,
shine now on me!

KOWLOON CRICKET CLUB.

Saturday's At Home.

Kowloon C.C. were "at home" to friends on Saturday. On account of the bad weather, it was found impossible to contest the four-a-side event but nevertheless a pleasant afternoon was spent.

During the afternoon the band of the 8th Rajputs (by kind permission of the Officers) played an excellent programme of music.
Mr. P. R. Wolf (Vice President of the club) requested Mrs. Jeffries to present the prizes, and Master Wood, on behalf of the club, handed her a silver flower holder and bouquet.
Mr. A. O. Brown (the Secretary) thanked Mrs. Jeffries for presenting the prizes, and Mr. Jeffries responded on her behalf.
The following is a list of the prizes:—

Tennis.
Club Championship (presented by Mr. Wong Kam Fuk) won by S. E. Green. Championship Final Round.—1st, Major Hunter; 2nd, Lieut. Beattie.
"A" Class Singles Handicap—1st prize (presented by Mr. P. R. Wolf) won by S. E. Green; 2nd prize won by E. Abraham.
"B" Class Singles Handicap—1st prize (presented by Mr. G. H. May) won by G. Wolf; 2nd prize won by K. Mas askill.
"C" Class Singles Handicap—1st prize (presented by Mr. E. A. Long) won by H. S. Rouse; 2nd prize won by A. Biermann.

Scratch Pairs—1st prize (presented by Mrs. S. E. Green and Mr. M. J. Patell) won by Major Hunter and Captain Clarke; 2nd prize won by D. J. Mackenzie and H. E. Stevens.
Doubles Handicap—1st prize won by E. Abraham and H. E. Stevens; 2nd prize won by W. Curwen and W. Elson.
American "A" Class Singles—1st and 2nd Prizes (presented by Capt. Henning) won by S. E. Green 1st, and H. E. Stevens 2nd.
American "B" Class Singles—1st Prize won by G. Wolf; 2nd Prize won by H. S. Rouse.
American Doubles—1st Prizes (presented by Mr. D. Nilson and Mr. T. W. Robertson) won by O. W. Jeffries and H. Evans; 2nd Prizes won by F. D. Haigh and J. H. Mead.

Cricket.
1st XI—Bowling. Presented by the Club, won by K. Macaskill.
1st XI—Fielding. Presented by O. Burja, won by H. S. Rouse.
1st XI—Batting. Presented by K. Macaskill, won by Eng. Lt. E. O. Smith.
2nd XI—Bowling. Presented by D. J. Mackenzie, won by G. Wolf.

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"ORRIG RYRIE," No. 4, the Peak to let; fine situation; 8 rooms; tennis and croquet lawns. To let furnished, KELLET CRESS No. 66, Peak; early possession.

To let "ROGATE," Austin Road, Kowloon; from 1st October. FOR SALE—HARTING and ROGATE, on part of Kowloon Island Lot No. 1154.

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LINSTEAD & DAVIS, 3rd Floor, Alexandra Building Hongkong, 27th June, 1913. [211]

TO LET—Ranfurly, No. 11, Conduit Road. GODOWNS, 94, Wanchai Road, 102, Praya East.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET—(from 1st July 1913) No. 2 Mountain View, The Peak. Apply LINSTEAD & DAVIS, Hongkong, 9th June, 1913. [345]

2nd XI—Batting. Presented by Captain Unsworth, won by L. Whyte.

2nd XI—Best All-round. Presented by Captain Unsworth, won by D. J. Mackenzie.

INTERPORT SWIMMING

Final Tests Take Place to-night.

The final Interport Swimming Tests will be held to-night at the V.H.C., commencing at 5.30 p.m. As the public of Hongkong is being asked for subscriptions to defray the cost of sending a representative Hongkong Swimming Team to Shanghai the Committee feel that the public should be allowed an opportunity of witnessing these tests and therefore the club will be open on Monday evening to all who care to attend free.

The committee cordially invite the public.

At the conclusion of the tests there will be a Water Polo match—Hongkong Interport Polo Team v. The Rest, which should be well worth seeing.

LOCAL SPORT.

Lawn Bowls Championship.

The following are the results of the 5th Round:—Simpson, J. (Taikoo) beat Farrel, P. (Taikoo), 21 points to 16.
Dorington, S. (Taikoo) beat Harvey, D. (Kowloon), 21 points to 11.
Pile, A. G. (Civil Service) beat Gouley, D. (Police), 21 points to 8.
Russell, W. (Kowloon) beat Gay, L. (Kowloon), 21 points to 10.
The winners of Simpson v. Dorington and Russell v. Pile meet in the final.

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Library

The Crystal Stopper.

By Maurice Leblanc.

Ducks & Drakes.

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Margaret Dent.

By Effie Adelaide Rowlands.

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By G. B. Burgin.

The Woolings of Jezebel Pettyler.

By Haldane Macfadyen.

Carnacki. By W. H. Hodgson.

Written on our Foreheads.

By E. Duff Fyfe.

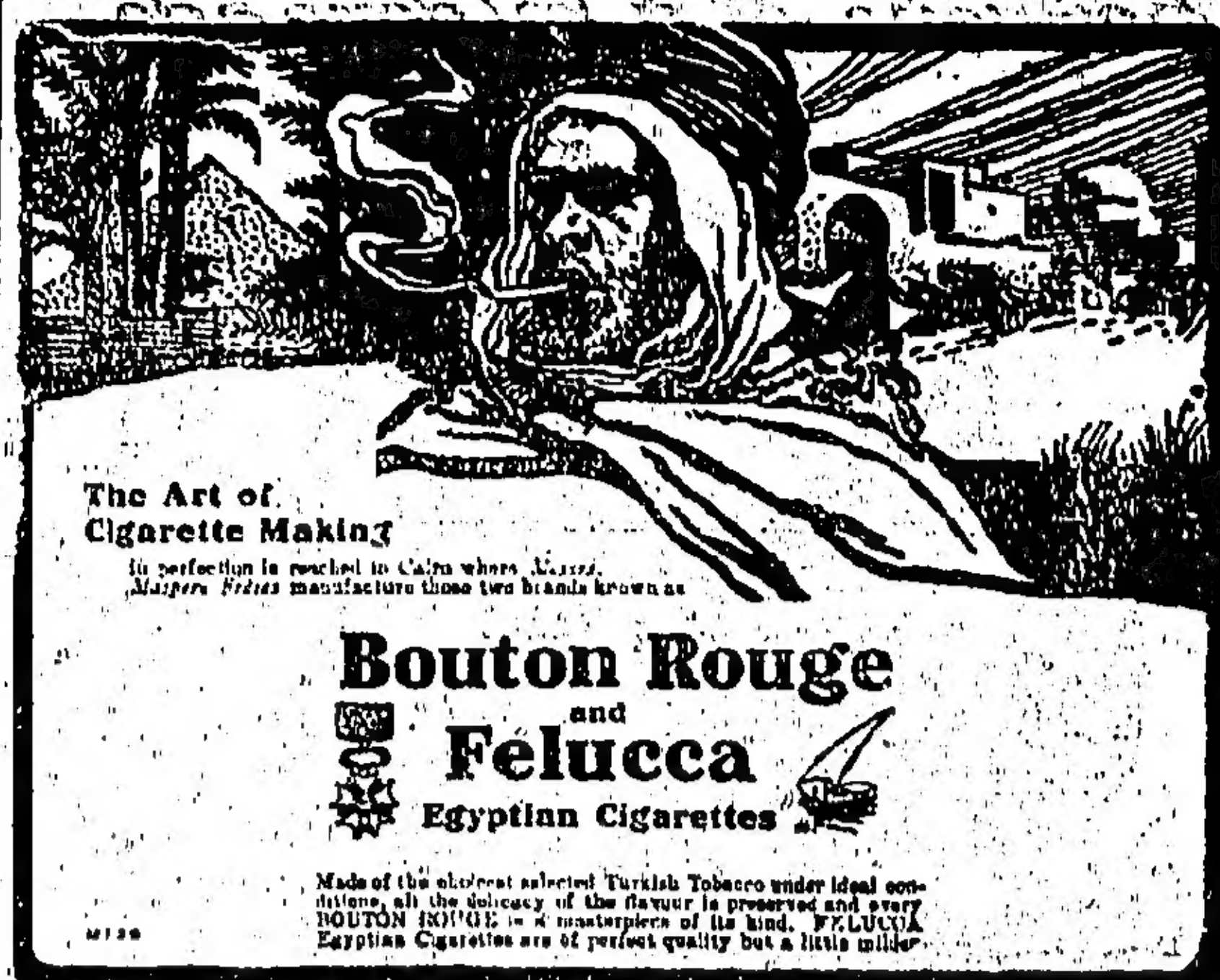
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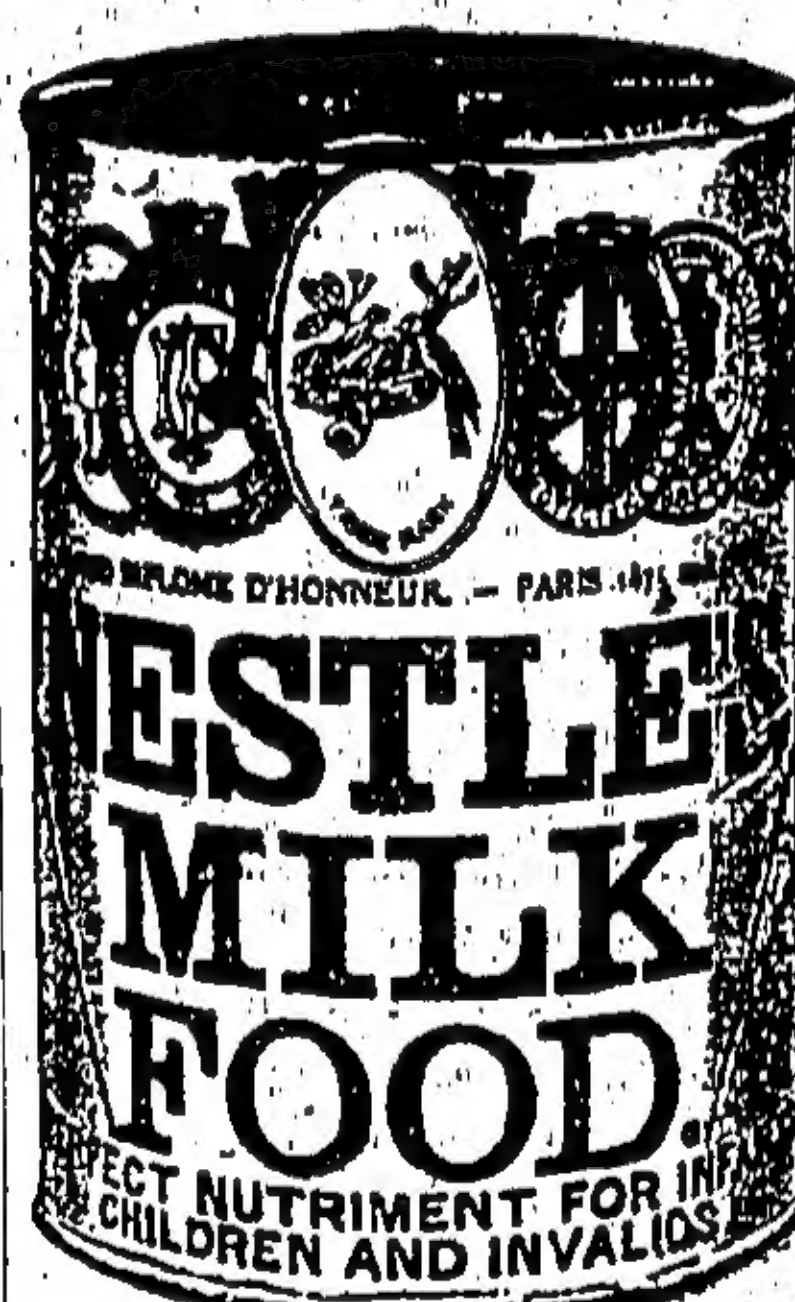
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Two tiny baby girls were left at the door of the Italian Convent.

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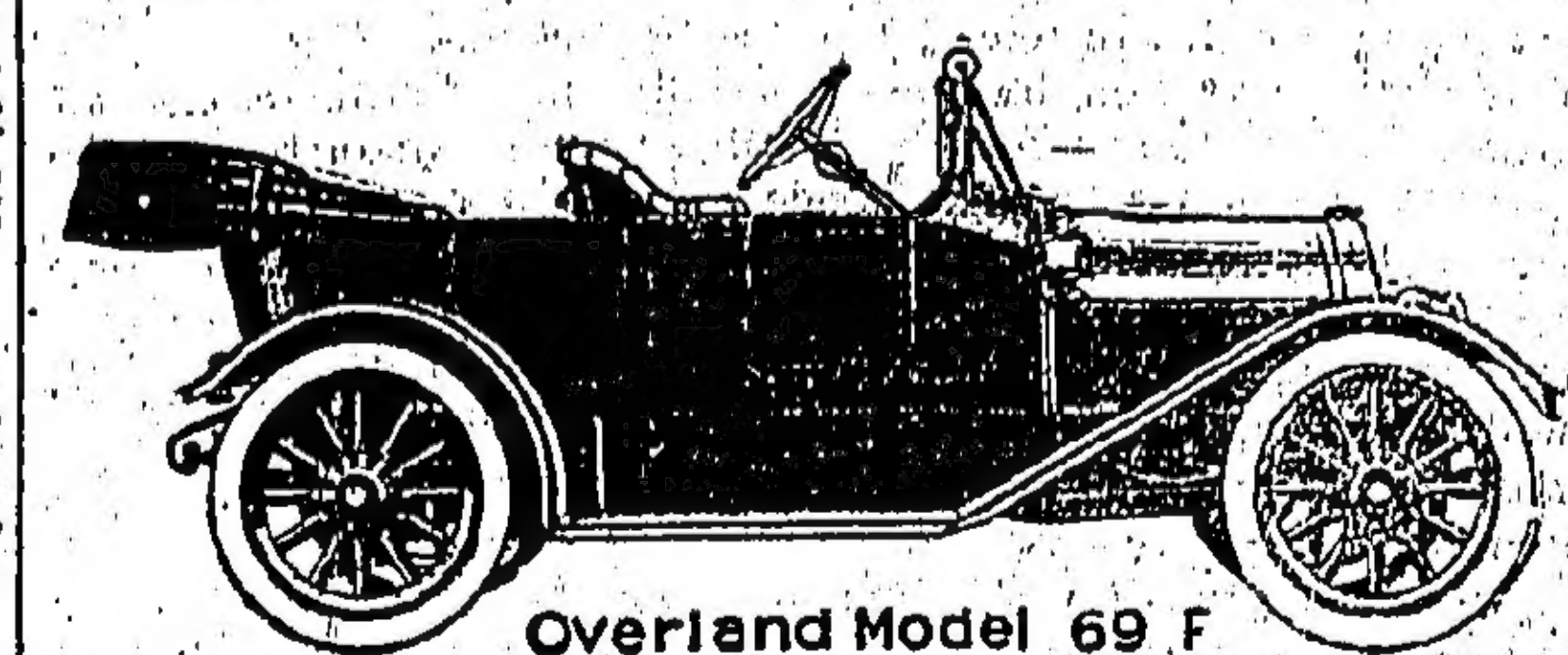
DATE	WEIGHTS	IN OZ.
9/5/13	"A" aged 2 months	7 4
	"J" " 1 1/2 "	6 8
23/5/13	"A" aged 2 1/2 months	8 3
	"J" " 2 "	7 5
11/6/13	"A" aged 3 months	9 1
	"J" " 2 1/2 "	8 8 1/2
30/6/13	"A" aged 3 1/2 months	10 2 1/2
	"J" " 3 "	10 2 1/2

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The Hongkong Telegraph.

HONGKONG, MONDAY, AUGUST 18, 1913.

A NOTEWORTHY SPEECH.

All who are in any way interested in trade conditions in the Far East invariably look to the periodical speeches to shareholders of the Hongkong and Shanghai Banking Corporation for authoritative and expert statements on the position of affairs in China. That they should do so is only natural when one contemplates the predominant position which this great banking institution occupies in the realm of Far Eastern finance, and considers the extent and intimacy of the relations between the Bank and the governmental life of China. The speeches generally take the form of a retrospect and a forecast, and in this latter respect a decision is usually taken to point out the dangers, as well as the hopes, which lie ahead. Too much significance cannot, therefore, be attached to these half-yearly utterances, which have a value not only to European trade in the Far East but also to the men who are at the head of affairs in Chinese political life.

Particular interest attached to the speech of Mr. Dodwell on Saturday in view of the present unrest throughout the Chinese Republic, and those who looked for comment on the new situation were not disappointed. In referring to the serious effect which the present trouble has had on business generally, the Chairman expressed a widely-held hope—namely, that these internal disturbances will speedily end. As he said, once there is a restoration of confidence and merchants are able to move goods with safety, there should be active trade in the Far East. Mr. Dodwell's statement of the aims and purposes of the Big Loan was clear and to the point. It showed how this latest advance of funds should help the Peking Government in carrying on the administration during the period of transition from a provincial to a centralised fiscal system—a most critical period in any country—and in many other important respects. Here the speaker touched upon the one great question of the hour in China—the task of financial reorganisation. All China's other problems are interwoven with this great issue, and Mr. Dodwell by no means overstated the case when he declared that upon the result of the efforts being made by the statesmen in Peking in this direction depends the whole future of China.

Some sound and wholesome advice followed this assertion, and we sincerely hope that "the younger politicians of China," as Mr. Dodwell termed them, will see the point of his remark that "the restoration of political cohesion and financial stability must outweigh and precede constitutional ideals." There is much concentrated wisdom in that telling phrase—wisdom which the new element in Chinese politics will do well to ponder over and absorb. It is another way of expressing what we have often urged in the past—that in the present crisis in China all parties must join hands on the essentials, leaving their differences as to forms of Government and the like for future and gradual adjustment. That is the only safe course to pursue. Any departure from it must inevitably mean the downfall of China. Hence it follows that they are the true patriots who adopt as their policy this line of action.

DAY BY DAY.

"He that loses his conscience has nothing left that is worth keeping. And in the next place look to your health and if you have it, praise God, and value it next to a good conscience."—Isaac Walton.

The Mails.

French Mail of July 15.—Delivered in London on August 15. Canadian and Siberian Mails.—Due per s.s. Montague tomorrow.
Australian Mail.—Closes per s.s. Changsha at 5 p.m. tomorrow.
German Mail.—Closes per s.s. Prinzess Alice at 9 a.m. tomorrow.

Health Return.

There were 16 cases of plague reported during last week and 10 deaths, 17 cases of cholera and 11 deaths, four cases of diphtheria and one death. During the 24 hours ended noon on Saturday, two cases of plague were notified. The total for the year is now 303.

Benefit Concert.

A benefit concert is to be held at the R.E. Theatre, Wellington Barracks, to-morrow evening, at 9.15, on behalf of Sapper Rouse. It will be remembered that Sapper Rouse fell down a nullah and was severely injured, some time ago. As the result, he lost one of his legs, and his comrades arranged this concert on his behalf.

VICTORIA RECREATION CLUB.

Successful Aquatic Fete on Saturday.

At the Victoria Recreation Club on Saturday night an aquatic fete was held. There was a fairly good attendance and although it started to rain in the middle of the performance both competitors and spectators declined to be seriously disturbed. The Band of the 8th Rajputs was in attendance.

In the 75 yards handicap, L. C. R. Souza won the first heat by a length in 49.2 from H. J. White; and R. C. Wittell won the second heat by half a length in 48.4, from F. L. da Rosa. The final was won by Souza from Wittell, in 47.3, to the latter's 47.4. In the "Running Leader" Scaled Handicap G. E. Lacey was the winner with 39 points, and S. Jex second with 38 points.

In the "Ladies Nomination" Diving for Cups, all the competitors had to remain in the water for five minutes. A. E. Dunrich very cleverly producing a number of cups without having gone to the bottom, and secured the first prize. D. E. Carvalho obtained the second prize. The competitors arrived on the scene in fancy costume. During the fifteen interval the "Water Rats" headed by Mr. E. J. England gave an exhibition of excellent fancy diving.

The second part of the programme was opened by the 220 yards scratch, O. J. Cooke led during the first length but was caught by J. C. Finch who just managed to secure the race in the good time of 2.45. The Team Race in was won by that of J. C. Finch, A. A. Olaxton's being second. The last item was the Water Polo Match between Messrs R. C. Wittell's Team (Whites) and A. A. Olaxton's Team (Blues), which was won by the latter by one goal scored by J. C. Finch shortly after the start of the game. Whites then carried the ball into the enemy's quarters with good passing, and A. S. Ellis shot but the goal keeper saved. Ellis shot again soon after but the goalkeeper saved. Sawell then got the ball and passed well to Olaxton who returned to Sewell, and a good try just missed Whites' goal. This was followed by passing on both sides until Finch made a good try but without avail. Then play became very even on both sides Blues winning by 1 goal to nil.

Officials.

The officials were:—President, H. E. Sir Henry May, K.C.M.G.; Chairman, Mr. W. Logan. Starters: A. E. Alves, F. Lammett, Time Keepers: A. S. Ellis, T. Rowan, E. Frohlich; Water Polo Referee:—A. E. Alves; Umpire: W. Logan. Judges: A. A. Alves, F. Lammett, A. Rodger, W. Anderson, G. L. Duncan, R. C. Wittell, G. Sewell; Competitors: Stewards: Crowther Smith, T. P. Landestry, E. Taylor.

The Christmas Box.

The recommendation of the Select Committee appointed to investigate the conditions of Post Office servants, that there be no abolition of Christmas boxes, may lead to some discussion. There was an outcry when the boxes were abolished, some two years ago, and it was felt in many quarters that a hardship had been inflicted upon postmen who were not too well paid at best. But they had themselves to blame; or rather, the whole body of postmen had to suffer from the greed of some of their number. The Christmas box was badly abused. It was not left to the generous householder, who could afford a gift, voluntarily to offer it. Many of the postmen asked for a contribution from every householder on their round, and were particularly forward, and even impudent, in their manner. Obviously, the Post Office could not tolerate that sort of thing, and the box was abolished. That, again, was somewhat unfair to people who wished to make a gift to postmen. It seems to us that the difficulty could be got over by making the taking of gifts legal so always the gift is not touted for. Touting should be a punishable offence.

Davis Cup Held Up.

Sportsmen will be vastly amused to read that the customs authorities at New York have declined to allow the Davis Cup to enter the United States until duty is paid. They argue that, since it was held by tennis players of another nation, it is foreign property and is dutiable. But surely it ceased to become foreign property, and belonged to America, the moment the American players won it. No one expects customs authorities to be sportsmen, of course, (while they are on duty, that is) but this seems to us to be straining the law. The purpose of the customs is to prevent manufacturers and others from passing in free goods on which a duty should be paid; but an international cup, which may be held by America one year and England the next, might be counted as exempt. If the Authorities are so particular over so trifling a matter, they could at least allow the cup to come into America under "Bond." By this means the Government would be well protected against the loss the officials seem to fear. The point is, altogether, too fine a one. We fancy that the necessary duty will be paid, however; customs authorities, having once laid down the law, do not usually go back on their word.

CANADIAN FREIGHTS.

Government Control.

Ottawa, July 22.

The Canadian Government has decided to send a representative to England to discuss with the Imperial authorities the question of Government control of the charges made by shipping companies to the public for carriage of ocean-borne freight. The representative will leave for England on August 1. The negotiations were begun between Canada and the United Kingdom in February, 1910, but were dropped.

MISLEADING PROSPECTUS.

An Important Ruling.

The appeal of a subscriber to a rubber company to have his contract to take shares rescinded, and the money paid returned, on the ground that false statements were made in the prospectus, was heard in the House of Lords last month. The First Division of the Court of Session in Scotland had dismissed the action as irrelevant upon considering the plea of the company that the statements in the prospectus were not touched for by the directors and that the truth or falsehood of the statements was therefore immaterial. Their Lordships allowed the appeal, with costs. The Lord Chancellor, with whom Lord Shaw and Lord Moulton agreed, pointed out that although the directors might have made it clear that the statements in the prospectus were not theirs, but those of another person who had reported on the yield of rubber, they nevertheless put forward those statements to induce the appellant to subscribe for shares.

THE TYPHOON.

CENTRE PASSES CLOSE TO THE COLONY.

Local Yachtsmen's Exciting Experiences; Three Yachts Driven Ashore.

It is seldom that Hongkong is seriously troubled with typhoons in August, but yesterday the colony had a narrow escape from being struck with the full force of one. The centre must have passed here within 50 miles of the Colony, which was sufficiently close to give us a severe blow and to cause no inconsiderable amount of damage. The typhoon was one of which warning had been received from Manila as long ago as Wednesday morning last, when it was reported to be to the north-west of Yap. Since that time daily warning had been received here of its progress, and on Saturday at 9 a.m. it was located over or near Aparri (some 600 miles distant) moving W.N.W. Up to that time its rate of progress had been normal, but from thence onward its advance towards Hongkong became astoundingly rapid.

Signals Hoisted.

The first signals hoisted in Hongkong were at 5 p.m. on Saturday, in the form of the red south cone and drum indicating that the disturbance was to the south-east of the Colony more than 300 miles distant. At 10.50 p.m. the night signals were changed to indicate that the disturbance was within the 300 miles radius. At this time the wind was coming in heavy gusts, and, as the night wore on, it increased in fury and the barometer steadily declined. It became increasingly evident that the Colony was in for an unpleasant ordeal, and the worst fears were realised shortly after five o'clock on Sunday morning when the explosive bombs were fired to indicate that the Colony was in danger of being struck.

Fast Travelling.

At that time, according to the Director of the Observatory, the typhoon must have been situated about 150 miles south-east of the Colony, so that since 11 o'clock on the previous night its rate of progress must have been quite 25 miles an hour, which is phenomenally rapid travelling for a disturbance of this kind. From thence onward the conditions grew worse, until at 11.30 a.m. one gust of a velocity of over 100 miles an hour was registered, while the barometer had then fallen as low as 29.27.

The Director of the Observatory informs us that an advice was received this morning from Macao to the effect that at 2 p.m. yesterday the disturbance was E. S. E. the wind was blowing Force 11 (practically typhoon) and the barometer reading was 29.14. This reading was practically the same as that at Gap Rock at the same hour; this indicates that the typhoon must have passed to the west of Macao.

Never Known Praya So Flooded.

An Inspector of Police who has been in the Colony for twenty odd years informed a representative of the "Telegraph" that he has never known the Praya in the neighbourhood of Wan-chai to be so flooded, not even in the memorable typhoon of 1900. A junk sank opposite Messrs Jardine Matheson's sugar refinery, and near Arsenal Street, a lighter also went under to the fierce attack of the waves. The road between No. 2 Police Station and the sugar refinery is badly out of repair. Much wreckage is now lying at No. 2 Station. Through the falling down of a telephone pole near the City Hall a Chinese named Lau Yi was so badly injured that he had to be taken to the hospital. One leg was broken and it is believed that the other is also broken. It was falsely reported yesterday that the man had been electrocuted. Two lighters broke away from the Naval Yard wharf, one collided with the Star Ferry Wharf and the other with the Wardley Street Wharf. The crews to the number of eight, were rescued by Acting Lance Sergeant Marks and Acting Lance Sergeant Spillott.

QUIET IN CANTON.

Everything Peaceable and Orderly in the City.

(From Our Special Correspondent.)

Canton, Sunday.—There is practically nothing to be heard about Canton just now. Everything within the city is perfectly peaceable and orderly, and various Government officials who have been consulting yesterday and to-day are employed in the state-ments that peace is being maintained. Yesterday all the state artillery were expected to be of the percussion pins of their by 1 p.m., and, by that time soon after, forty such pins handed over. A gunnery expert states, however, that six pins to each gun and that the number given in should have been nearer three hundred and forty. Those not produced are said to have been "lost." The proclamation from General Lung demanding the pins concludes by expressing the hope that merchants and citizens will now be able to enjoy peace.

To-day quite a considerable amount of merchandise has been removed from the Shamen godown back to the city. The six cadets who were recalled from the British Yamen in the city returned last night. The native papers seem strong in their conviction that the storm has entirely blown over. On Friday there was the usual scare but no harm was done.

One Chinese gentleman who has a grasp of the situation maintains that many of the scare-rumours have been intentionally spread by the coolie fraternity, whose members wanted to be able to extort ridiculously high prices for the carrying of goods out of the city to the boats.

The looting inside the city has quite stopped and, owing to the exertions of the police, much of the plunder has been recovered. The writer was permitted to see a roomful of this loot and, an extraordinary collection it was, including bundles of shoddy goods taken haphazard from shops, and also a quick-firing gun and various rifles, cartridge pouches etc., that had apparently been abandoned by the Luk Kwan. The search for looters continues and quite a number were seen at various police stations yesterday and to-day. The magistrates are, at present, dealing very lightly with these offenders: in fact everything that can pacify, reassure or ingratiate the people as a whole is being done.

Most of the Kuomintang leaders still remain in exile. Governor General Lung's popularity is certainly increasing, and the merchants, as a whole, express their entire confidence in him. The telephone service is still badly out of order and much inconvenience is being experienced.

In the outside districts trouble still prevails and is likely to do so. Passengers by the s.s. Heng-shan heard a good deal of firing up the river at 5 a.m. yesterday. This proves to have been an altercation between pirates and artillery. The former wanted to get possession of some big guns and made a determined attack on some of the artillery men, firing off volley after volley and only being driven off when some cannon shots were fired. It is thought that the pirates were led by ex-artillerymen.

Last night it was reported that all the Sunning district is in the hands of the pirates. These General Lung has determined to crush, and troops are proceeding in that direction. The Sunning district is now under the control of the Government. These regiments are gradually being distributed, going to Shek Wai Tong, Shek Lung, San Sai, etc.

Some of the Lung's men were very frank in their expressions of opinion of the Luk Kwan, who questioned by a European who speaks their dialect. "They cannot fight," they observed. "They will never be able to fight. They have no heart."

A good deal of the interest that is almost excitement is being expressed at the news that Admiral Li Chun is about to arrive. It is stated that the cruisers Hsi Chi and Hsi Yung are on the way here.

(Continued on page 1.)

(Continued on page 5.)

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S.S. "THONGWA" 6,393 tons, Capt. Robins, will be despatched for SINGAPORE, PENANG and CALCUTTA on 19th August.

S.S. "TORILIA" 5,295 tons, Capt. Swanson, will be despatched as above on 23rd August.

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MONDAY, 18th AUGUST.

9.00 p.m. "KINSHAN." 2.00 p.m. "HONAM."
10.00 p.m. "HEUNGSHAN." 5.00 p.m. "FATSHAN."

TUESDAY, 19th AUGUST.

8.00 a.m. "HONAM." 8.00 a.m. "KINSHAN."
9.00 p.m. "FATSHAN." 2.00 p.m. "HEUNGSHAN."
10.00 p.m. "KINSHAN." 5.00 p.m. "HONAM."

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SUNDAY, 17th August.

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will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

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VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokohama, Shimidzu and Yokohama	TAMBA MARU, Capt. Teranaka AWA MARU, Capt. Shimizu	T. 12,500 { TUESDAY, 26th Aug. at 4 p.m. T. 12,500 { TUESDAY, 9th Sept. at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	NIKKO MARU, Capt. Takeda KUMANO MARU, Capt. Winckler	T. 9,500 { WEDNESDAY, 27th Aug. at noon. T. 9,300 { WED'DAY 24th Sept. at noon.
CALCUTTA via Spore, Penang & Rangoon	KIRIN MARU, Capt. Deguchi	T. 6,000 { SATURDAY, 23rd August, 18th August.
BOMBAY via Singapore and Colombo	JINSEN MARU, Capt. Richards	T. 6,000 { THURS., 28th Aug. 11 a.m.
KOBÉ & Yokohama	HIRANO MARU, Capt. Fraser	T. 16,000 { TUESDAY 26th Aug. 5 p.m.
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Tjiluwong... JAVA... 1st half Sept. S'HAL... 1st half Sept.

Tjilatjap... JAVA... 1st half Sept. JAPAN... 1st half Sept.

Tjimali... JAPAN... 2nd half Sept. JAVA... 2nd half Sept.

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Steamship. Tons. Captain. Date of Sailing

S.S. "Nippon Maru" ... 11,000. A. G. Stevens. Aug. 26, at noon

S.S. "Tenyo Maru" ... 22,000. E. Bent. Sept. 1.

S.S. "Hongkong Maru" ... 11,000. S. Togo. Sept. 19.

S.S. "Shinyo Maru" ... 22,000. H. S. Smith. Sept. 25.

S.S. "Chiyo Maru" ... 22,000. W. W. Greene. Oct. 17.

The S.S. Nippon Maru will be despatched for San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu on Tuesday 26th August at noon.

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Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

Proposed Sailings From Hongkong (Subject to Alteration).

Steamship. Tons. Date of Sailing

Buyo Maru ... 10,500. Saturday, October 4, at Noon.

Anyo Maru ... 18,500. Wednesday Dec. 3, Noon

Kiyu Maru ... 17,200. Thurs., Feb. 5, 1914 at noon.

For further particulars to Hongkong, apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

"THE BIG 4" OF THE
PACIFIC MAIL S.S. CO.

MONGOLIA MANCHURIA KOREA SIBERIA

27,000 tons, twin screws, 27,000 tons, twin screws, 18,000 tons, twin screws, 18,000 tons, twin screws

Also Nile, 17,000 tons, China, 10,000 tons, and Persia, 9,000 tons.

From Hongkong calling at Shanghai, Nagasaki, Kobe (Via Island Sea), Yokohama and Honolulu (The Pacific of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

THE COST is not more by this route with its unexcelled opportunities, than by any other route.

For a return ticket to London the cost is less. To San Francisco via Japan and Honolulu the cost is less. For the INTERNATIONAL SERVICE First Class accommodation is provided for 25 to London (return ticket £10) and to San Francisco £10. SPECIAL RATES to Africa, India, Persia, Ceylon or Cind Islands.

Steamers: Mongolia 27,000 Tons Starting Aug. 23, at 1 p.m.

Persia 9,000 Sept. 13, at noon.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG, From MANILA.

Leave Hongkong. Arrive Manila. Leave Manila. Due Hongkong.

Sept. 13 PERSIA Sept. 15 Sept. 10 KOREA Sept. 14

Oct. 14 CHINA Oct. 16 Sept. 20 SIBERIA Sept. 26

Oct. 28 NILE Oct. 30 LET US PLAN AN ITINERARY FOR YOU

King's Building (Opp. Blake Pier). R. C. MORTON. Telephone No. 141

Hongkong, 30th January, 1913.

Panama-Pacific International Exposition—San Francisco—1915.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers.

Electric Light. Excellent Cuisine.

During the months of July and August, First Class Return Fares to Foochow will be subject to a reduction of 20 per cent. on the full Fares.

FOR SWATOW, AMOY AND FOOCOW RETURN.

(Occupying 9 to 10 days)

Steamships. Captain. Leaving.

HAIYANO... A. E. Hodgins... TUESDAY, 19th Aug. at 11 a.m.

HAITAN... J. B. Roach... FRI., 22nd Aug. at 11 a.m.

HAICHING... W. O. Passmore... TUESDAY, 26th Aug. at 11 a.m.

FOR SWATOW.

HAIMUN... J. W. Evans... WED., 20th August, at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.

General Managers.

(19)

LOG BOOK

Silk Shipments.

The T.K.K. in receipt of cable advice from their Yokohama Agent to the effect that the silk shipped by the s.s. "Hongkong" then arrived in New York at 8 a.m. on the August 11 being 9 days nine hours after steamer's departure at San Francisco.

The T.K.K. are in receipt of cable advice from their Yokohama Agent to the effect that the silk shipped by the s.s. "Shinyo Maru" July 12 arrived in New York at 8 a.m. on the August 13, being five days and nine hours after steamer's arrival at San Francisco.

Motor Lifeboats.

During the past twelve months, or longer, the advisability of equipping steamships with motor lifeboats has been under consideration. In the report of the Departmental Committee on Boats and Davits, issued recently, the question of the mechanical propulsion of ships' boats dealt with at length in Part V. This section of the report read as follows:—

79. In considering the question of mechanical propulsion for ships' boats we have confined our attention to the problem of fitting motors or other engines in ships' boats of the size and type at present in use. The future may see the introduction of a larger type of lifeboat which is superior in many respects to the existing lifeboat. In such circumstances the recommendations on this part of our reference may require modification, although, even if the size of the lifeboats were increased, it is doubtful whether it would be necessary or desirable that they should all be fitted with mechanical propulsion.

80. We have assumed that the expression "mechanical propulsion" in our reference embraces the question of propulsion by any kind of mechanical gear, even if the gear is operated by hand power alone. We have, therefore, examined all schemes for the manual propulsion of ships' boats which have been put before us. We are convinced that no method of manual propulsion which we have seen is as efficient and simple as ordinary oars, and therefore when we use the term mechanical propulsion in this report we exclude from that term all methods of manual propulsion.

81. The present regulations governing the carriage of mechanically propelled boats as part of a ship's complement of lifeboats are contained in General Rules 5 of the new Life-Saving Appliances Rules. This rule is as follows:—

"Motor Boat: A motor boat may be carried as a lifeboat subject to the following conditions:—

(a) It shall be applied, and proper appliances must be provided for putting it into the water speedily to the satisfaction of the Board of Trade.

(b) It shall be adequately provided with fuel, and kept as to be at all times fit and ready for use.

(c) Where the number of lifeboats carried is not less than four and less than 10, one of them may be a motor lifeboat, where the number of lifeboats is not less than 10 and less than 15, two of them may be motor boats; and of every five lifeboats beyond 10 one may be a motor lifeboat. The Board of Trade may, on the application of an owner, allow an increased proportion of motor lifeboats to be carried, if they are satisfied that the efficiency of the life-saving equipment will not thereby be diminished.

82. We recommend that the carriage of mechanically propelled boats should be optional for all classes of steamships. But since the efficiency of a lifeboat for saving life is not diminished because it is fitted with a motor, we recommend that whatever be the number of boats carried on any ship, the shipowner should be allowed the option of carrying one mechanically propelled boat if he so desires.

Shipping

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamship On

SHANGHAI.....CHOYSANGT...Mon., 18th Aug. at 4 p.m.

SHANGHAI.....HANGSANGT...Thurs., 21st Aug. at noon.

S'PORE, Penang & C'outta. LOVAT...Fri., 22nd Aug. at 2 p.m.

MANILA.....YUENSANG*...Sat., 23rd Aug. at 2 p.m.

S'PORE & S'bay.....ONSANG...Tues., 26th Aug. at 2 p.m.

S'PORE, Penang & C'outta SUISSANG...Fri., 29th Aug. at 2 p.m.

MANILA.....LOONGSANG*...Sat., 30th Aug. at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang," "Kamsang," "Lovat," "Yatsing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choysang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

For Freight or Passage, Apply to **JARDINE, MATHESON & CO., LD.**
Telephone No. 215. General Managers. [8]

THE ROYAL MAIL STEAM
PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamship Date of Sailing

LONDON, ROTTERDAM & ANTWERP.....FALLS OF ORCHY about 21st August

New Trans-Pacific "Shire" & "Glen" Joint Service

VICTORIA, V'COUVER, ST'LE, DEN OF CROMBIE about 24th Aug.

TACOMA & FLAND.....DEN OF GLAMIS... 21st Sept.

VICTORIA, V'COUVER, ST'LE, DEN OF GLAMIS... 21st Sept.

TACOMA & FLAND.....DEN OF GLAMIS... 21st Sept.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LD.**
AGENTS. [94]

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N.
CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.
EASTWARD.

The S.S. "FULTALA" 4154 tons gross, Capt. Chidly, will be despatched for YOKOHAMA, KOBE & MOJI on the 27th August at 4 p.m. taking cargo and passengers at current rates.

For Freight and Passage, apply to **JARDINE, MATHESON & CO., LTD.**
AGENTS. [1]

Telephone No. 215.
Hongkong, 18th August, 1913.

THE TAIKOO DOCKYARD
& ENGINEERING Co. OF
HONGKONG, Ltd.
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HONGKONG.

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STRUCTIONAL, ELECTRICAL & MECHANICAL
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GRAVING DOCK 787' x 88' ± 34"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
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100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
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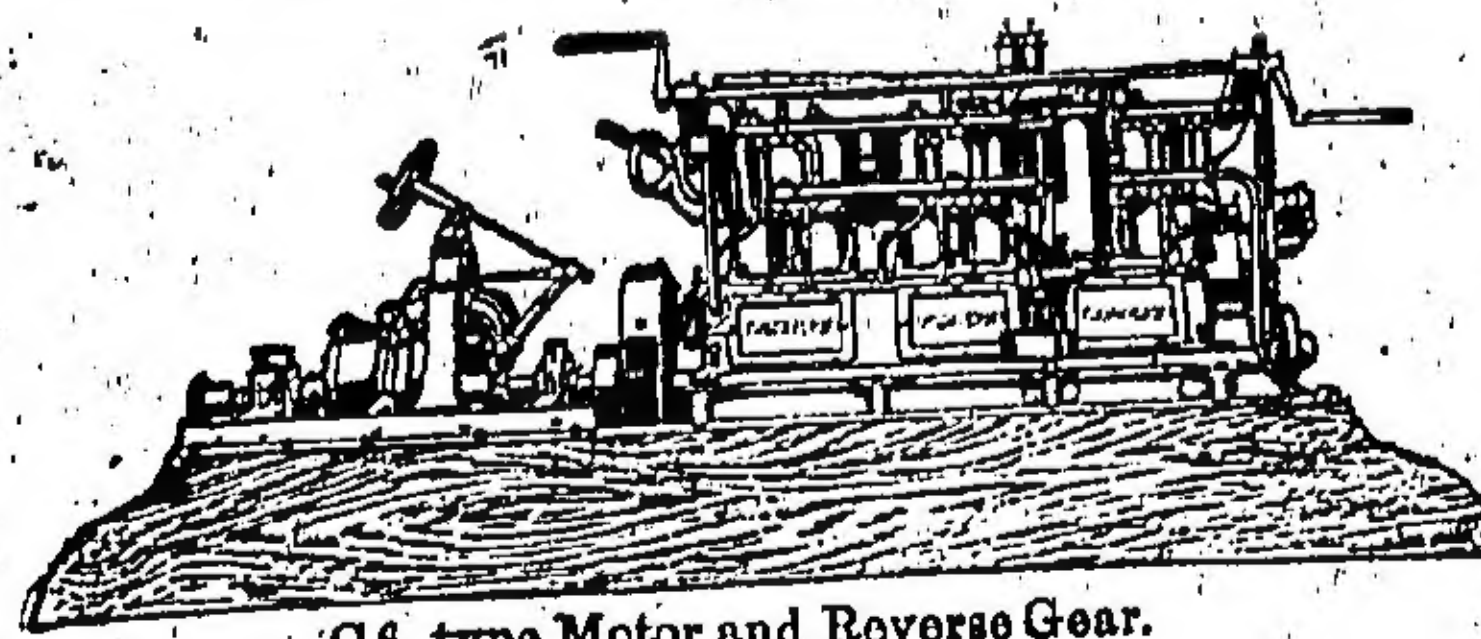
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Old type Motor and Reverse Gear.
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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-
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CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR
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Dockyard Manager, Mr. J. REID, can be seen between the hours of

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BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telephone Address:—"TAIKOODOCK."

TELEPHONE No. 22.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Falls of Orchy	J. M. & Co.	20 August
London & Antwerp via Singapore, &c.	Namur	P. & O. Co.	20 August about
Havre Bremen & Hamburg &c.	Silesia	H. A. L.	26 August
Havre, Emden and Hamburg &c.	Suevia	H. A. L.	4 Sept.
Marseilles, Rotterdam, Hamburg & Antwerp, &c.	O.J.D. Ahlers	H. A. L.	7 Sept.
Marseilles via S'gon, S'pore, O'bo, Port Said	M. M. Co.	M. M. Co.	28 August
Marseilles, London & Antwerp via S'pore, &c.	Miyasaki Maru	N. Y. K.	27 August
Trieste, Fiume, Venice via Singapore, &c.	Vorwarts	S. W. & Co.	2 September about
Naples, Genoa, Algiers, Gibraltar, S'lon,	P. Alice	M. & Co.	20 August
Glasgow & Antwerp, ...	Glenroy	S. T. & Co.	20 Aug. about

New York, San Francisco and Canada.

Boston and New York	Kansas	B. L.	2 Sept.
San Francisco via Keelung & Japan &c.	Mongolia	P. M. Co.	23 August
San Francisco via Shanghai & Japan, &c.	Nippon Maru	T. K. K.	26 August
San Francisco via Manila and Japan, &c.	Persia	P. M. Co.	13 Sept.
Victoria, B.C., & Seattle via Keelung, &c.	Tamba Maru	N. Y. K.	26 August
V'couver, S'le and/or T'coma, & Fl'nd (Or.)	Ucheamark	H. A. L.	27 August
Victoria, B.C., & Tacoma via Keelung, &c.	Canada Maru	O. S. K.	23 August
do do do do do do	Tacoma Maru	O. S. K.	4 September
Vancouver via Shanghai and Japan, &c.	Monteagle	C. P. B. Co.	30 August
do do do do do do	E. of Japan	C. P. B. Co.	27 August
Vancouver, Portland, &c.	Den of Glamis	J. M. & Co.	21 August
Mexican, Peruvian and Chili Ports via Japan	Buyo Maru	T. K. K.	4 October

Australia.

Australian Ports via Manila	Changeha	B. & S.	25 August
do do do do do do	Nikko Maru	N. Y. K.	27 Aug.
do do do do do do	P. Waldemar	M. & Co.	6 September
do do do do do do	St. Albans	G. J. L. & Co.	19 Sept.

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroom	J. O. J. L.	Quick despatch
do do do do do do	Tjimahi	J. O. J. L.	Quick despatch
do do do do do do	Tjiliwong	J. O. J. L.	Quick despatch
Japan	P. Waldemar	M. & Co.	19 Aug. about
Kobe	Hirano Maru	N. Y. K.	26 Aug.
Kobe and Yokohama	Austria	S. W. & Co.	30 Aug., about
Yokohama and Kobe via Shanghai	Saigon Maru	O. S. K.	22 August
Moji, Kobe and Yokohama	Zafiro	S. T. & Co.	25 August
Manila, Mangarin, Iloilo and Cebu	Kueichow	B. & S.	19 August
Weihaiwei, Chefoo and Tientsin	Taming	B. & S.	19 Aug.
Manila, Cebu and Iloilo	Kumano Maru	N. Y. K.	26 August
Nagasaki, Kobe and Yokohama	G. Apoor	D. S. & Co.	20 August
Shanghai, Kobe and Moji	Yeddo	A. N. & Co.	7 Sept.
Shanghai, Moji, Kobe & Yokohama	Nore	P. & O.	23 Aug., about
do do do do do do	Ohli	M. M. Co.	Quick despatch
Shanghai, Kobe & Yokohama	Magellan	M. M. Co.	25 Aug.
do do do do do do	Luettow	M. & Co.	20 Aug., about
Shanghai, Tsingtau, Kobe and Yokohama	Tjilatjap	J. O. J. L.	Quick despatch
Shanghai, Tsingtau, Kobe and Yokohama	Tikini	J. O. J. L.	Quick despatch
do do do do do do	Tipanas	J. O. J. L.	Quick despatch
do do do do do do	Africa	S. W. & Co.	31 August
do do do do do do	Devanha	P. & O. Co.	28 Aug., about
do do do do do do	Choysang	J. M. & Co.	18 August
do do do do do do	Chenan	B. & S.	23 Aug.
Swatow, Amoy and Foochow	Haiyang	D. L. & Co.	19 Aug.
do do do do do do	Haiching	D. L. & Co.	22 Aug.
do do do do do do	Haitan	D. L. & Co.	22 Aug.
Singapore, Penang, & Calcutta	Tongva	D. S. & Co.	19 Aug.
do do do do do do	Lovat	J. M. & Co.	29 August
do do do do do do	Suisang	J. M. & Co.	29 August
Singapore, Penang, Rangoon & Calcutta	Kirin Maru	N. Y. K.	23 Aug.
Singapore and Sourabaya	Onsang	J. M. & Co.	26 August
Amoy and Takao via Swatow and Amoy	Sochu Maru	O. S. K.	20 Aug.
Bombay via S'pore Port S'ham, Pen'ge & O'bo	Luzon Maru	O. S. K.	4 Sept.
Jesselson, Kudat and Sandakan	Borneo	M. & Co.	End of Aug.

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For.	Vessels.
Swatow,	Haiyang.
Japan,	Minnesota.
Macao,	Sui Tai.
Shanghai,	G. Apoor.
Philippines,	Taming.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From.	Vessels.
Shanghai,	Monteagle.
Sandakan,	Borneo.
Sabang,	Shimosa.
Shanghai,	Princess Alice.
Moji,	Torilla.
Shanghai,	Hangsang.

AMERICAN MAIL.

The American Mail ex the s.s. Tenyo Maru has been transferred to the s.s. Empress of Japan which steamer is scheduled to arrive here on Thursday 21st inst. This is on account of the s.s. Tenyo Maru calling at Manila.

CANADIAN MAIL.

The C.P.R. s.s. Monteagle left Shanghai on the 16th inst., at 10 a.m. and is due to arrive Hongkong on the 19th inst., at 5 a.m. The C. P. R. s.s. Empress of Russia left Vancouver on the 13th inst.

GERMAN MAIL.

The I.G.M. s.s. Luetzow carrying the German Mails with dates from Berlin of the 23rd July left Singapore on the 15th inst., 4 p.m. and may be expected here on or about the 20th inst., at daylight.

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

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TOURS arranged to ALL PARTS OF THE WORLD.
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Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.
And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lissabon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
S.S. SENEGAMBIA 28th Aug.	S.S. SUEDEMARK 20th Sept.
S.S. UCKERMARK 28th Aug.	S.S. ARABIA 6th Oct.
S.S. LIBERIA 19th Sept.	S.S. SEGOVIA 20th Oct.
S.S. ALBENGA 20th Sept.	S.S. ALTMARO 5th Nov.
For M'elles, Havre, D'kirk & H'burg:	For Havre, Bremen & Hamburg:
S.S. BERMUDA 30th Aug.	S.S. SCANDIA 22nd Sept.
For Havre, Bremen & Hamburg:	For V'var, S'le, and/or T. & P. (Or.):
S.S. SILESIA 22nd Aug.	S.S. G. FERD. LAEISZ 30th Sept.
For Marseilles & Hamburg:	For Havre & Hamburg:
S.S. SAXONIA 24th Aug.	S.S. SENEGAMBIA 1st Oct.
For V'var, S'le, and/or T. & P. (Or.):	For Emden, Hamburg & Antwerp:
S.S. UCKERMARK 27th Aug.	S.S. SPZLA 6th Oct.
For Havre, Emden & Hamburg:	For Rotterdam & Hamburg:
S.S. SUEVIA 4th Sept.	S.S. SAOHSEN 12th Oct.
For M'elles, R'teidam, H'burg & A'warp:	For Havre, Bremen & Hamburg:
S.S. O.J.D. AHLERS 7th Sept.	S.S. LIBESIA 19th Oct.
For Havre & Hamburg:	For V'var, S'le, and/or T. & P. (Or.):
S.S. BELGRAVIA 15th Sept.	S.S. ANDALUSIA 25th Oct.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office. [12]

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.
AUTOGENOUS WELDING.
Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.
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Russian Volunteer Fleet.

The Steamers of the Russian Volunteer Fleet running between Vladivostok and Odessa via Ports regularly, will call at Hongkong Once a Month both ways.

For Freight, Passage and further particulars please apply to

Capt. D. A. LUKHMANOFF,

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Telephone No. 1224.

Hongkong, 31st July, 1913

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OIL MOTORS.

ARE USED IN THE

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21, CONNAUGHT ROAD CENTRAL.

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Bates, H. B. M.
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Blum, A. N. MacIntyre, Mr.
Castro, Mr. & Mrs. Neil
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Castro, Miss D. brother
Castro, Master M.
Castro, Mrs. M.
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Douglas, Mr. & North, R. H.
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Grimshaw, R. J. Smith, Mr. and
Grisogono, P. O. Mrs. E. E.
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Gumbitz, A. K. Sorby, V.
Hall, P. C. Stonor, Mr. &
Hanna, Dr. J. G. Mrs. H. B.
Hannibal, Mr. & Square, Miss A.
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Harbord, W. T. Stratton, Mrs.
Hewett, Hon. Mr. Smith, Mrs.
E. A. O. M. G. Tapp, J. R.
Hogg, J. D. Theodorides, E.
Judah, Mrs. A. Th.
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Grimble, G. Passmore, Capt.
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Mrs. Walker, Dr.
Lennox, J. Whitelaw, G. O.

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Craw, Mr. and Key, Dr.
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No matter what your respiratory
organs may be suffering from—
**ASTHMA, INFLUENZA,
NASAL CATARRH, or
ORDINARY COUGH.**
—you will find in this famous remedy
a restorative power that is simply
unusually.
PACED FOR
Sold in the U.S. by
H. H. Himrod, 100 Centre
Street, New York, N.Y.
CURE FOR ASTHMA

MOVEMENTS OF
STEAMERS.

MERCHANT STEAMERS.

The s.s. Torilla from Kobe left
Mojil on 14th inst., morning and
may be expected here on or about
19th inst., a.m.
The s.s. Dilwara from Calcutta
left Singapore on 15th inst., and
may be expected here on or
about the 20th inst., a.m.
The I.G.M. s.s. Princess Alice
left Shanghai on the 16th inst., at
6 a.m. and may be expected here
on or about the 19th inst., at 6
p.m.
The N. Y. K. s.s. Hirano Maru
(European Line) left Calcutta for
this port via Singapore on the
14th inst., and is expected here
on the 27th August.
The N.Y.K. s.s. Kumano Maru
(Australian Line) left Thursday
Island for this port via Manila on
the 14th inst., and is expected on
the 25th inst.
The N.Y.K. s.s. Miyazaki Maru
(European Line) left Yokohama for
this port via ports on the 13th
inst., and is expected here on the
25th inst.
The N. Y. K. s.s. Sado Maru
(American Line) left Seattle for
this port on the 12th inst., and is
expected here on the 14th Sept.
The N. Y. K. s.s. Kirin Maru
(Calcutta Line) left Yokohama
for this port via ports on the 10th
inst., and is expected here on the
22nd inst.
The N. Y. K. s.s. Ava Maru
(American Line) left Seattle for
this port via ports on the 29th
July and is expected here on the
31st inst.
The I. C. N. S. s.s. Fooksang
from Calcutta is due at Hong-
kong on the 26th Aug.
The I. C. N. S. s.s. Hangsang
from Shanghai is due at Hong-
kong on the 19th August.
The S. L. s.s. Den of Crombie
from London is due at Hong-
kong on the 20th August.
The S. L. s.s. Harpalayee from
Portland is due at Hongkong on
the 31st inst.

VESSELS IN PORT.

Steamers.

Ajax, Br. s.s. 4477, G. S. Thom-
son, 14th inst.—Nagasaki
10th inst. Gen.—B. & S.
Ataka Maru, Jap. s.s. 2481, N.
Naguchi, 14th inst.—
Chinwantau 7th inst.
Baron Androssan, Br. s.s. 2775, L.
M. Reid, 13th inst.—Kobe
7th inst. Gen.—Gilman.
Ochoising, Ger. s.s. 1,021, F. Bruhn,
12th inst.—Saigon 7th
inst. Rice.—B. & S.
Heldis, Nor. s.s. 1,065, J. Jorgen-
sen, 8th inst.—Macassar
30th July, Sugar.—J. C.
J. L.
Kenkon Maru, Jap. s.s. 2,184, T.
Yamamoto, 14th inst.—
Mojil, Coal.—Mitsubishi.
Kyado Maru, Jap. s.s. 1,965, S.
Marisaki, 14th inst.—
Newchwang 7th inst.
Coal.—M. B. K.
Kwellin, Br. s.s. 1,073, Milles,
14th inst.—Swatow 13th
inst. Ballast.—B. & S.
Landrat Scheiff, Ger. s.s. 1,620, A.
Struve, 11th inst.—Saigon
8th inst. Rice.—S. & Co.
Minnesota, Jap. 13,323, J. W.
Garlick, 11th inst.—
Seattle Wash Gen.—N.
Y. K.
Rajah, Ger. s.s. 1,275, T. Boies-
thy, 12th inst.—Sanda-
kan 5th inst. Timber.—
M. & Co.
Rajaburi, Ger. s.s. 1,189, C. Wolf,
13th inst.—Saigon 9th
inst. Rice.—B. & S.
Soshu Maru, Jap. s.s. 999, D.
Fruchigami, 13th inst.—
Swatow 17th inst. Gen.—
O. S. K.
Solveig, Nor. s.s. 2,389, O. S. Bogh,
13th inst.—Java 2nd inst.
Sugar.—A. T. & Co.
Teintau, Ger. s.s. 1,002, F. Brök-
ling, 11th inst.—Rohow
10th inst. Rice.—M. &
Co.
Thongwa, Br. s.s. Robins, 14th
inst.—Mojil 10th inst.
Coal & Gen.—D. Sassoon.
Heimfeld, Ger. s.s. 2,620, Hollirn,
15th inst.—Hamburg
15th inst. None.—D.
Gregory Apear, Br. s.s. 2,961, J. E.
Drake, 15th inst.—Cal-
cutta 1st inst. Gen.—D.
Sassoon & Co.
Kwongwai, Ger. s.s. 2,789, F.
Minkwitz, 15th inst.—
Bangkok, Rice & Meal.
—N. G. Lloyd.
Olara Jobeen, Ger. s.s. 1,103, T.
Bendissen, 15th inst.—
Bangkok 14th inst. Rice.
—O. M. S. N. Co.
Unkai Maru, Jap. s.s. 2,725, Y.
Nagato, 31st July—Mojil
24th July, Coal.—M. B. K.
Kuelohow, Br. s.s. 1,220, Forsyth,
14th inst.—Tientsin 8th
inst. Gen.—B. & S.
Lovat, Br. s.s. 3,801, R. Glegg,
15th inst.—Kobe 10th
inst. Gen.—D. & Co.

Consignees

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From LEITH, MIDDLESBRO,
LONDON AND STRAITS.
S.S. "BENLOMOND."
CONSIGNEES of Cargo are hereby
informed that all goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and
Godown Co., Ltd., whence and/or from
the wharves delivery may be obtained.
No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
30th inst. will be subject to suit.
All Claims against the Steamer must
be presented to the Underwriter on or
before the 30th inst., or they will not
be recognized.
All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
20th inst. at 11 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned
by
GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 18th August, 1913. [42]

FROM EUROPE.

THE H. A. L. Steamship
"SCANDIA,"
Captain Jochims, having arrived,
Consignees of Cargo are hereby informed
that their goods are being landed and
placed at their risk in the hazardous
and/or extra-hazardous Godowns of the
Hongkong & Kowloon Wharf &
Godown Company, Limited, at Hong-
kong and/or Kowloon, whence delivery
may be obtained against Bills
of Lading countersigned by the Under-
writer.
Optional Cargo will be carried on
unless notice to the contrary be given
to-day.
All claims must be presented within 10
days of the steamer's arrival here, after
which date they cannot be recognized.
No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
19th inst., will be subject to suit.
All broken, chafed, and damaged
Goods must be left in the Godowns,
where they will be examined on the 19th
inst. at 9.30 a.m.
No Fire Insurance will be effected by
us in any case whatever.
This steamer brings on Cargo:—
ex. s.s. "Trellberg" from Abu-
du. "Germant" from Göteborg
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 18th August, 1913. [43]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE
& MOJI.

THE Steamship
"THONGWA,"
having arrived from the above ports,
consignees of cargo are hereby infor-
med that their goods will be delivered
from alongside.
Cargo impeding the discharge will be
landed at consignees' risk and expense
into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and
Kowloon Wharf and Godown Company
Limited.
No Fire Insurance has been effected.
Bills of Lading will be countersigned
by
DAVID SASSOON & CO., LTD.
Agents.
Hongkong, 14th August, 1913. [43]

PACIFIC MAIL STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN
PORTS & MANILA.

S.S. "MONGOLIA."
The above mentioned vessel having
arrived, Consignees of cargo are hereby
notified to send in their Bills of Lading
for countersignature and take immediate
delivery of cargo from alongside.
Cargo impeding discharge will be
landed immediately at consignees' risk
and expense.
All Cargo remaining undelivered Tues-
day the 19th inst., at noon will be
landed at consignees' risk and expense.
Cargo remaining undelivered Satur-
day August 23rd 1913, at noon, in
addition to landing charges will be
subject to storage charges.
No Fire Insurance whatever will be
effected.
All chafed and otherwise damaged
cargo will be examined at the above
Company's godown Friday August
22nd, 1913, at 10 a.m.
No claims will be entertained un-
less accompanied by short delivery note
or list of exceptions taken at the time of
delivery to consignees and signed for and
on behalf of the Pacific Mail S.S. Co.
All claims must be filed on or before
September 16th 1913, otherwise they
will not be recognized.
O. H. BITTER,
Acting Agent.
Hongkong, 18th August, 1913. [432 Hongkong, 23rd May, 1912.

Consignees

TOYO KISEN KAISHA.

FROM SAN FRANCISCO, via
HONOLULU, JAPAN PORTS,
AND SHANGHAI.

THE Steamship

"NIPPON MARU."
The above named steamer
having arrived, Consignees of Cargo are
hereby notified to send in their Bills of
Lading for countersignature, and to
take immediate delivery of Cargo from
alongside.
Cargo remaining undelivered on Sat.
August 16th at noon will be landed at
consignees' risk and expense and delivery
must then be taken from the Company's
Godown.
No Fire Insurance whatever will be
effect d.
No claim will be recognized after the
Goods have left the Godown, and all
Goods remaining undelivered on "at
23rd at 5 p.m. in the afternoon, will be
subject to rent and landing charges.
All chafed and otherwise damaged
Cargo to be left in the godown,
and examination of same to be held on
August 27th at 10 a.m.
All Claims must be filed on or before
August 30th, otherwise they will not be
recognized.
S. MORIMOTO,
Agent.
Hongkong, 15th August, 1913. [460]

NOTICE TO CONSIGNEES.

From CALCUTTA, RANGOON,
PENANG & SINGAPORE.

THE Steamship

"GREGORY APCAR,"
having arrived from the above ports,
consignees of cargo are hereby infor-
med that their goods will be delivered from
alongside.
Cargo impeding the discharge
will be landed at once, at consign-
ees' risk and expense.
Cargo remaining on board after 4 p.m.,
of the 16th inst., will be landed at con-
signee's risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned
by the undersigned.
DAVID SASSOON & CO., LTD.
Agents.
Hongkong, 16th August, 1913. [41]

To Sail

AMERICAN ASIATIC S.S. CO.

Hongkong—New York.

FOR NEW YORK & PORTS &
SUZ CANAL.

(With liberty to call at the Malak
Coast)
S.S. "BLOEM" on or about 22nd
s.s. "FONTEN" August, 1913.
For freight and fare's information,
apply to
SHEWAN TOMES & Co.
General Agent.
Hongkong, 5th August, 1913. [346]

THE AMERICAN AND
MANCHURIAN LINE.

(BUCKNALL STEAMSHIP
LINES LTD.)

THE Steamship

"KANSU"
Captain R. Linviler, will be dispatch-
ed from Hongkong on or about 2nd
September for
BOSTON and NEW YORK.
(With liberty to call at the Malak
Coast.)
For freight and further particulars
apply to
THE BANK LINE Limited
Agents.
Hongkong, 12th August, 1913. [369]

Notice

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS.

PROVISION & COAL

MERCHANTS

Notices

M. Y. SAN & CO

CONFECTIONERS
GROCERS
RESTAURANTEURS

92-94-96 Queen's Road Central, Hongkong.

Telephone No. 1037.

Soda Fountain
AMERICAN Any Cool Drinks
Ice Cream

FIRST CLASS RESTAURANT

\$0.70 CENTS A MEAL

A LA CARTE AT ALL HOURS.

BEAR BRAND
MILK.



NATURAL SWISS
MILK STERILISED.

This Milk once opened, keeps longer than
ordinary Milk and can be used for any purpose for
which ordinary Cows' Milk is generally used.

SOLE AGENTS.

F. BLACKHEAD & CO.,

Tel. 66.

ST. GEORGE'S BUILDING.

SHOPPING MADE EASY.

THE STORE FOR EVERYONE

The Queen's Road Central Co.
AND GENERAL MERCHANTS.

UNIVERSAL PROVIDERS

ONE OF OUR SPECIALTIES:

HIGH CLASS TAILORS & EXPERIENCED CUTTERS.

Perfect Fit Guaranteed.

THE ONE PRICE STORE.

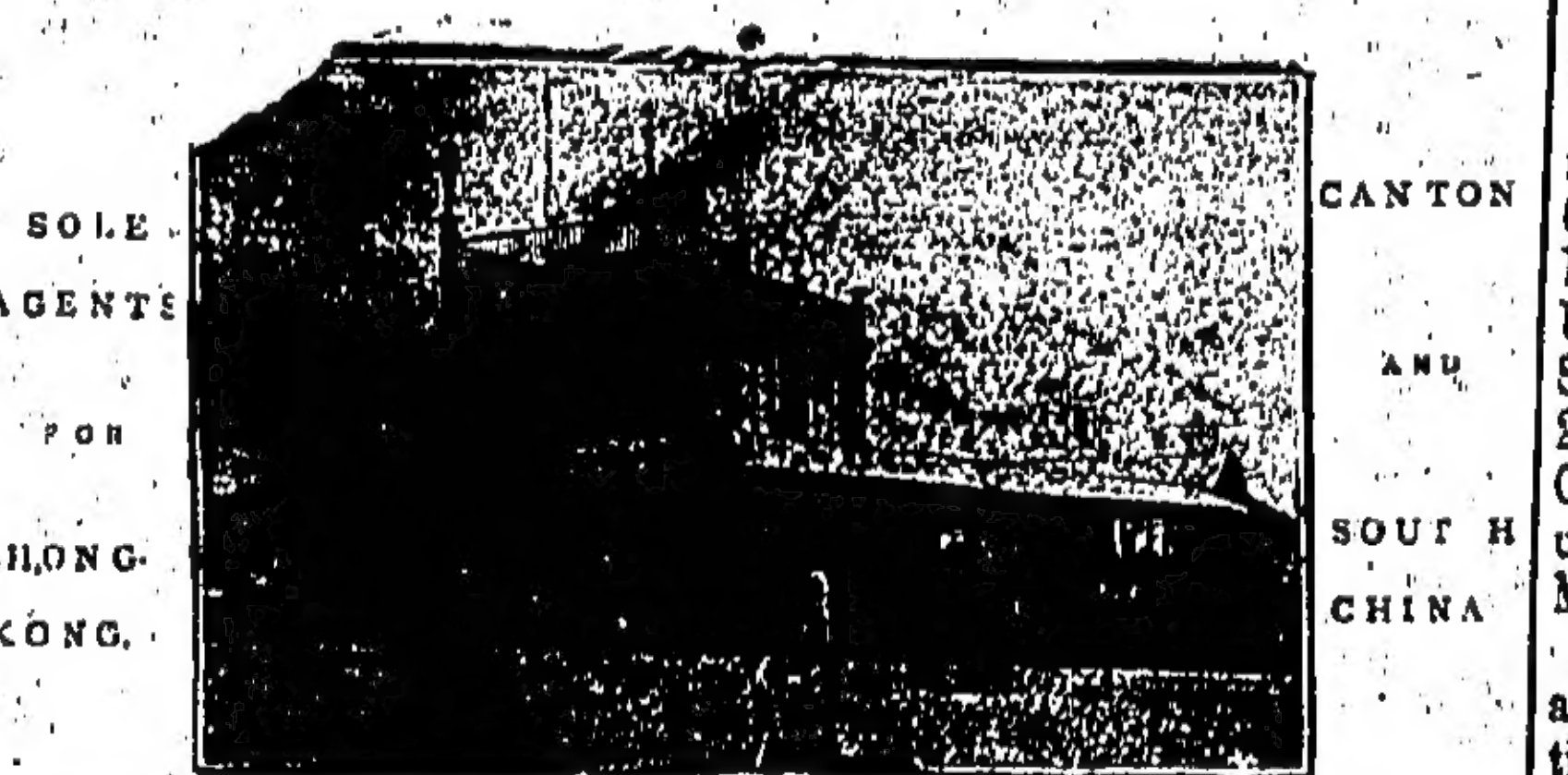
HIGH STANDARD OF QUALITY.

CHEAPEST STORE IN THE EAST.

Queen's Road, Central: The Old Supreme Court, Telephone 1450

SOLIGNUM

It is the best preservative of wood from decay, dry rot and vermin. It is easily applied, has great
covering power, and in addition to its preserving properties makes a most artistic stain on all
timberwork, whether inside or out.
MADE IN SEVERAL SHADES OF BROWN, GREEN & RED.
The name of the preservative is "Solignum" and the name of the new Star Ferry Pier at Hongkong has been
treated with "Solignum".



SIEMSEN & Co., (Machinery Dept.) Hongkong & Canton.

DOCTORS ON SEA
BATHING.

At the meeting of the British
Medical Association at Brighton a
lively discussion took place on
the merits of sea-bathing. It was
opened by Dr. Tyson, of Folke-
stone.

He said that the best time to
bathe was between breakfast and
lunch, and the proper time for
bathing was from five to 15
minutes. Slow dressing was as
bad as slow bathing. He con-
sidered that every one who was
using sea-bathing for health pur-
poses should know fully the
following rules:—

1. Do not bathe after a full
meal or after much wine, that is,
with a loaded stomach. 2. Do
not bathe when exhausted by ex-

ercise or over-fatigue, nor when
chilled and cold. 3. Do not bathe
more than once a day. 4. Do not
as a general rule exceed five or
six minutes in bathing. 5. Do
not remain in the water till the
respective glow subsides and chilli-
ness takes its place. 6. When
heated and perspiring, but not
exhausted and fatigued, do not
wait till the surface has cooled
down before entering the water.

7. Do not enter it feet foremost
unless obliged by local circum-
stances to do so. 8. Do not loiter
over your dressing. 9. Do not
forget to take brisk exercise after
your bath.
The people who suffered most
were the excursionists, many of
whom on immediate arrival dash-
ed into the sea regardless of
whether, beach, temperature,
clothes, and length of time they
stayed in. The wonder was that
more serious troubles did not
occur. Yet sickness, headaches,
and exhaustion were far from
common.

Notices.

WE have much pleasure in announcing to our
numerous patrons and customers that we
have opened

A New SILK STORE

In the most up-to-date style and fashion at the large

Commodious Premises No. 38 & 40

Queen's Road Central,

lately occupied by Messrs. H. Ruttiman & Son,
where we are displaying an entirely new, handsome
and gorgeous stock of

Silk Goods & Jewellery Ware

of all descriptions in a variety of new, elegant and
attractive designs and patterns.

The stock includes a choice selection of

Turkish, Persian & India Silk.

Carpets & Woollen Rugs

in choice and elegant patterns.

Prices specially reduced for summer.

An early visit earnestly solicited.

D. CHELLARAM.

Hongkong, 28th July, 1913. [349]

LESSONS IN CHINESE.

MR LI HON FAN, a Chinese

graduate varied in literature

has been a teacher to European official

and merchants in this Colony for over

ten years.

He has a good method of training

Europeans to pass in the Chinese ex-
amination, and is possessed of a first
rate certificate as a Chinese teacher.

He has also a good knowledge of
Mandarin and Hakka.

Those who intend learning the Chi-
nese language are requested to write care
of "Hongkong Telegraph" office or
direct to 37 Hollywood Road, 1st floor
Hongkong, 28th Jan. 1913. [214]

COMMERCIAL.

Messrs. Setna's Report.

Messrs. S. D. Setna & Co.'s

Fortnightly Report (From 1st.

to 15th August) states:—

Bengal Opium:—Though the

situation in China is rather trying,

Opium market ruled firm, and

prices show a good advance.

Sales are reported of about 18

Chests of Patna New at \$4125 to

\$4350, per Chest, 149 Chests of

Patna Old at \$4025 to \$4200 per

Chest, 34 Chests of Benares New

at \$3950 to \$4125 per Chest, and

18 Chests of Benares Old at

\$3875 to \$3900 per Chest, in all

about 219 Chests. Clearances

are reported of 24 Chests of Patna

New, 95 Chests of Patna Old, 17

Chests of Benares New, and 4

Chests of Benares Old, in all

about 140 Chests. Unsold Stock

is estimated at about 1890 Chests,

comprising about 227 Chests

of Patna New, 1099 Chests

of Patna Old, 383 Chests of

Benares New, and 301 Chests of

Benares Old. Sold but unclear-
ed stock:—26 Chests of Patna New,
168 Chests of Patna Old, 34 Chests
of Benares New, and 92 Chests of
Benares Old, in all about 320
Chests. Market moves firm.

COMMERCIAL

(Continued from page 8.)

hasty sellers, and were eager to quit their holdings at cheaper rates, in consequence a good business was reported in Cassia at \$13 1/2 to 14 (per Picul), Cassia Buds at \$30 (per Picul), Green Beans and White Beans at \$4 (per Picul), Fire-Crackers at \$8 to 20 (per Picul), Sugar Candy at \$11 (per Picul), Vermillion at \$66 to 68 (per Picul), Preserves at \$3 (per Box), and Galangal at \$5 (per Picul).

Freight Report.

Messrs Lamke and Ragge's Freight Circular, dated Hongkong 15th August, states:—

Writing under date of 2nd August we described the market as weakening, and as will be seen from the list overleaf, chartering business concluded during the fortnight under review has been very limited, while rates in most cases show a material decline. This is mainly due to the ascertained having put the Conting trade in the South as well as in the North completely "out of gear," and we fear this state of things must continue as long as the troubles last. In the absence of any demand whatever from Saigon and Bangkok, and the fact that August-September is always more or less dull months, there is little prospect of an early improvement.

Saigon to Hongkong business has continued to a couple of fixtures, a regular liner leaving in a taken up for part cargoes by a combination of shippers at 10 cents per picul, whilst a steamer intended for Bangkok run has accepted 5 consecutive trips (re charter) Saigon to Hongkong option Singapore at 17 cents per picul only. There is no further demand for the present and nominal quotation stands at 17 cents. Rice exports during this season amount to total 649,724 tons, compared with 421,000 tons during same period of last year. Quotation for Rice stands for August-September shipment No. 2 White round sifted at \$3.58 against \$7.50 per picul, same period last year.

Saigon-Philippines:—This is practically the only trade giving steamers employment on a fairly paying level, though owners may have to reckon with long delays in the Philippines during the present typhoon season. A few charters were effected on basis of last rate, i.e. 30 cents per picul, after which a vessel otherwise under Timecharter for Bangkok trade was satisfied with 25 cents per picul.

From Saigon to other destinations we have not heard of any settlements. Bangkok:—This market is still in a very depressed condition and liners as well as a number of the Timechartered boats are freely offering in the open market for employment in other directions. The Berth rate has declined to 20 cents inside and 12 cents per picul outside the bar.

Newchwang:—On account of the local bean market and the trouble in Canton, no fresh chartering seems probable for some time to come.

Timcharter:—The Germ S.S. "Sexta," 992 tons net reg. is reported fixed for local account, after expiration of her present charter in March next, for 12 months. Private terms.

Coal Freight from Japan:—The supply of tonnage has greatly exceeded the demand and rates have suffered a further decline in consequence.

Fixtures Reported:—Mojil-Hongkong \$1.75, Wakamatsu-Swallow \$2.80, Hongkong/Canton option Swallow \$2.50/\$2.40, Hongkong/Swallow \$2.90, and Port Canton/Canton \$2.40, per ton.

Surgical Miracles.

As the result of the investigation undertaken by Dr. H. O. Forbes, the well-known ornithologist, the cause of the diminution in the quantity of guano in the islands off the Peruvian coast appears to have been discovered. In 1911 nearly all the birds on some of the islands forsook the nests containing the newly-hatched young, and did not return, thus leading to an enormous mortality among the young. Dr. Forbes believes this parental neglect to be due to the effects of an exceptionally severe earthquake shock, which caused wholesale migration.

Entertainments

VICTORIA THEATRE.

PROGRAMME

FOR

MONDAY 18TH,

THE DRAMATIC FILM

"THE PRIVATE INQUIRY OFFICE"

IN TWO PARTS

THE COMIC PICTURES
Highbrow Punchers
The Sleeper

A SIXFOLD DUEL

AND
FUNNICUS' CIRCUS

"GAUMONT GRAPHIC"

NO 235

Latest news from the world, containing the festival at Berlin in occasion of the Emperor's Jubilee, 16th June 1913.

HUGE SUCCESS OF

Olga Montez & Kitty Raynor.

THE BIJOU.

PROGRAMME FOR

TO-NIGHT

TRYING TO GROW
THE COUNTRY MOUSE
JIM JOINS THE HARRIERS
AND OTHER NEW FILMS.

A Veteran Marksman.

Mr. J. Callier, who made 33 out of 35 in the "Graphic" competition at Bisley, is said to be the oldest shot in the world. He certainly is the oldest at Bisley. Mr. Callier, who is over 70, joined the Coldstream Guards in 1857, and shot for his regiment in 1859, a year before the foundation of the National Rifle Association. For two years he was champion of the Brigade of Guards.

South African Politics.

A decade ago the name of the late Mr. Sauer was better known to newspaper readers in this country than it is to-day. During the South African War he came over to England to take part in the "stop the war movement," after having in vain urged the Cape Dutchmen in his own district not to rebel. Of somewhat advanced views, Mr. Sauer was in favour of woman suffrage, and held to the belief that the superiority of the white over the black races was only due to superior education.

Public Companies

HONGKONG & CHINA GAS COMPANY, LTD.

NOTICE.

ON and from October 1st, 1913, the price of Gas to the Public will be reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.

THE CHINA & MANILA STEAMSHIP CO., LTD.

THE Thirtieth Ordinary General Meeting of Shareholders in the above Company will be held at the Company's Offices, St. George's Building, 6, Connaught Road, Victoria, on THURSDAY the 28th August, 1913, at 11.30 in the morning, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1912, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY the 25th August, to THURSDAY the 28th August, 1913, both days inclusive.
SHEWAN TOMES & CO.
General Managers.
Hongkong, 16th Aug. 1913. (899)

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York
London Office: 1, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

Capital and Reserve: \$7,000,000 (Gold)
about \$4,000,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 1/2 per cent, or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities of the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

MAIL AND TELEGRAPHIC REMITTANCES made.

9, Queen's Road, Hongkong.
Hongkong, 1st Nov. 1912. 1912

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1820.
Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000
Reserve Fund " 18,200,000

Head Office.—YOKOHAMA.

Branches: Antung-Hsien, Bombay, Calcutta, Changchun, Dairen, Fengtien, Harbin, Hankow, Honolulu, Kobe, Liao-Yang, London, Lyons.

Agencies at: Nagasaki, Newchwang, New York, Osaka, Peking, Ryofun Port, San Francisco, Shanghai, Tientsin, Tokyo, Los Angeles.

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.
Hongkong, 31st Mar. 1913. 18

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.
Paid-up Capital: £1,200,000
Reserve Fund: £1,700,000
Reserve Liability of Proprietors: £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.
Hongkong, 11th April, 1912. 22

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up: £1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILL, ATTORNEY, &c., Undertaken and Executed by SHEWAN, TOMES & Co. General Managers.

Hongkong, 19th March, 1908. 32

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to 8.00 A.M. EVERY 15 MIN.

8.00 A.M. to 10.00 A.M. " 10 MIN.

10.00 A.M. to 12.00 P.M. " 15 MIN.

12.00 P.M. to 1.00 P.M. " 10 MIN.

1.00 P.M. to 2.00 P.M. " 15 MIN.

2.00 P.M. to 3.00 P.M. " 10 MIN.

3.00 P.M. to 4.00 P.M. " 15 MIN.

4.00 P.M. to 5.00 P.M. " 10 MIN.

5.00 P.M. to 6.00 P.M. " 15 MIN.

6.00 P.M. to 7.00 P.M. " 10 MIN.

7.00 P.M. to 8.00 P.M. " 15 MIN.

8.00 P.M. to 9.00 P.M. " 10 MIN.

9.00 P.M. to 10.00 P.M. " 15 MIN.

10.00 P.M. to 11.00 P.M. " 10 MIN.

11.00 P.M. to 12.00 P.M. " 15 MIN.

12.00 P.M. to 1.00 P.M. " 10 MIN.

1.00 P.M. to 2.00 P.M. " 15 MIN.

2.00 P.M. to 3.00 P.M. " 10 MIN.

3.00 P.M. to 4.00 P.M. " 15 MIN.

4.00 P.M. to 5.00 P.M. " 10 MIN.

5.00 P.M. to 6.00 P.M. " 15 MIN.

6.00 P.M. to 7.00 P.M. " 10 MIN.

7.00 P.M. to 8.00 P.M. " 15 MIN.

8.00 P.M. to 9.00 P.M. " 10 MIN.

9.00 P.M. to 10.00 P.M. " 15 MIN.

10.00 P.M. to 11.00 P.M. " 10 MIN.

11.00 P.M. to 12.00 P.M. " 15 MIN.

12.00 P.M. to 1.00 P.M. " 10 MIN.

1.00 P.M. to 2.00 P.M. " 15 MIN.

2.00 P.M. to 3.00 P.M. " 10 MIN.

3.00 P.M. to 4.00 P.M. " 15 MIN.

4.00 P.M. to 5.00 P.M. " 10 MIN.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Head Office: 60, Wall Street, New York
London Office: 1, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

Capital and Reserve: \$7,000,000 (Gold)
about \$4,000,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 1/2 per cent, or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities of the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

MAIL AND TELEGRAPHIC REMITTANCES made.

9, Queen's Road, Hongkong.
Hongkong, 1st Nov. 1912. 1912

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1820.
Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000
Reserve Fund " 18,200,000

Head Office.—YOKOHAMA.

Branches: Antung-Hsien, Bombay, Calcutta, Changchun, Dairen, Fengtien, Harbin, Hankow, Honolulu, Kobe, Liao-Yang, London, Lyons.

Agencies at: Nagasaki, Newchwang, New York, Osaka, Peking, Ryofun Port, San Francisco, Shanghai, Tientsin, Tokyo, Los Angeles.

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.
Hongkong, 31st Mar. 1913. 18

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.
Paid-up Capital: £1,200,000
Reserve Fund: £1,700,000
Reserve Liability of Proprietors: £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.
Hongkong, 11th April, 1912. 22

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up: £1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILL, ATTORNEY, &c., Undertaken and Executed by SHEWAN, TOMES & Co. General Managers.

Hongkong, 19th March, 1908. 32

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to 8.00 A.M. EVERY 15 MIN.

8.00 A.M. to 10.00 A.M. " 10 MIN.

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2.00 P.M. to 3.00 P.M. " 10 MIN.

3.00 P.M. to 4.00 P.M. " 15 MIN.

4.00 P.M. to 5.00 P.M. " 10 MIN.

Exchange

Selling.	Buying.
T/T. Demand 1/11 13/16	4 m/s. L/O 2/- 3/4
30 d/s 1/11 15/16	4 m/s. D/P 2/- 1/4
60 d/s 2/- 1/16	6 m/s. L/O 2/- 9/16
4 m/s. 2/- 1/16	30 d/s. Sney & Melbourne 2/- 5/8
T/T. Shanghai 73 1/2	30 d/s. San Foo & New York 40 1/2
T/T. Singapore 85 1/2	4 m/s. Marks 2.08 1/2
T/T. Japan 97	4 m/s. Franes 2.55
T/T. India 148 1/2	6 m/s. do 2.58
Demand India 149	Bar Silver, ready 27 5/16
Demand, Manila 97	forward 27 7/16
T/T. San Foo & New York 48 1/2	Gold Leaf per tael 50
T/T. Java 120 1/2	Bank of England rate 4 1/2
T/T. Marks 20 1/2	Sovereign 10.03
T/T. Franes 2.50 1/2	

Subsidiary Coins. Opium Quotation.

Discount per \$100	Aug. 1.
Chinese ... 20 cts. pieces \$7 1/2	

TYPHOON.

(Continued from page 1.)
poated there by the waves, it was an interesting exhibition of the power of water under certain circumstances. The writer does not propose to solve the problem of their appearance, but simply to leave matters with a bare statement of fact, that they were there.

Of course there were no river steamers to be seen, but, in the main, their jetties seemed to stand the strain imposed on them, save in the case of flimsy Chinese structures, the front of one of which was in imminent danger of being blown across the road, while one, well past Wing Lok Street had worked loose from the Praya and trembled under the concussion of the waves which badly damaged it. Here and there an odd sampan was high and dry on the land side of the Praya and these were in decidedly a better condition than those which remained afloat. The only apparent casualty was a chicken, whose battered body told an eloquent tale of a wet and untimely end.

The trams were not running; the roads were quite impassable for them, and the stretch on the Western Praya was in many places covered with stones washed out of the road, which suffered considerably from a very forcible erosion. Des Voeux Road was very extensively flooded, being well high covered with water.

A Veritable Genius.
Laden sanitary carts were held up and had to be abandoned, and most of the shopkeepers had resorted to many quaint devices to prevent water entering their premises. One man—a veritable genius—had closed his door and made it water tight by caulking the crevices with wax. He at least compared very favourably with the two foks in another shop, who swept water into a kerosene-tin-dustpan more vigorously than the result justified, or with another gentleman, who with solemn mien and reverential air, scattered strips of yellow paper to the wind. Whether it was an instance of the triumph of mind over matter or not, is quite clear, for at the time the devotee's shop was notified, but he certainly was not taking any chances. The amount of paper he dispensed was sufficient to specify the most exorbitant of Celestial deities.

Inland, but on the same level, there was little out of the common, and the only interesting sight was to see a family hanging grimly, to a damaged window, which paterfamilias was endeavouring to re-affix in its customary position. The pathetic earnestness of the whole family to take a hand in the affair was more than evidenced by the facility with which they got in each other's way.

In Kowloon.
A walk round Kowloon after the full fury of the storm had died down showed that considerable damage had been done by the cyclonic gales. Trees everywhere had greatly suffered. In all the principal thoroughfares huge branches had been wrenched clean off and lay about the roads, will in some instances—especially in Granville Road, which is usually an avenue of greenery—big trees were to be seen absolutely uprooted from grounds of the ground. A twenty-foot Chater coconut palm in the Bungalow also suffered in this

way. Quite a number of mat-sheds in various parts of the peninsula were demolished, telephone and electric-light wires were brought down, yards of fencing along the railway collapsed, and minor damages were sustained to many houses. At the height of the storm many residents ventured out and gathered along the sea front to witness the effect of the gale on the harbour. All sampans had taken to the shelter, however, and as the majority of the steamers had gone to Kowloon and Yau-mai Bays for refuge, the harbour was a very deserted appearance. All the public services in the way of traffic—the ferry, the railway and rickshaws—were, of course, suspended. Kowloon Ferry pier and the steamer wharves were completely submerged, while Police Pier was in a like plight and received a great deal of buffeting by the heavy seas running.

Club-House Wrecked.
The greatest damage of all in Kowloon was that sustained by the clubhouse of the United Services Recreation Club. This structure was only erected some seven or eight months ago, and it was completely wrecked by yesterday's storm. It was a pretty, substantial-looking stone building with an expansive wooden roof. The place was scoured made fast at the first approach of the storm, but the terrific gales appear to have caught the projecting part of the roof, with the result that the whole of it was ripped completely from the beams and buried badly into the grounds at the back of the building. When a "Telegraph" representative visited the place the sight was a pitiable one. With the carrying away of the roof the ceilings had fallen in, and in some places the walls had also given way. Everything was in utter confusion. Pooks, overhead fans, window-shutters, card-tables, ancient weapons, tok cases, etc., lay piled up one upon the other; carpets were ruined; the piano covered in masonry; and destruction apparent everywhere. From what could be observed, the masonry on which the beams and roof depended was extremely poor, and this, no doubt, accounted for the disaster. The loss will be a heavy one for the club, as the building cost a big sum and the amount has not yet been fully paid off. The place has been completely wrecked and will require rebuilding from top to bottom.

It should be mentioned that householders were put to great inconvenience during the time the storm raged, as with all windows and shutters securely shut there was no electric light available, the supply giving out. This meant that those without other means of securing light were in darkness for several hours. In the evening the service was resumed, though even then the light was intermittent.

BUNKERS

can be supplied at cheap rates.

SANDAKAN & SEBATTIK

(British North Borneo).
At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

THE BEST COFFEE

is the Cheapest in the end, and one of the very best is LOTUS MOKHA COFFEE. In the Cup it is rich, winy and fragrant—the key-note of an appetizing breakfast—a satisfying close to a busy day.

OBTAINABLE FROM
ALL GROCERS.

H. RUTTONJEE & SON,
14, QUEEN'S ROAD CENTRAL



POST OFFICE.

The Monteagle with the Canadian mail, and mail from London via Siberia of Friday, the 1st inst. leaves Shanghai on Sunday, the 18th inst., at 10 a.m., and may be expected to arrive here on Tuesday, the 19th inst., at daylight.

The Luetzow with the German Mail left Singapore on Friday the 16th inst., at 4 p.m., and may be expected to arrive here on Wednesday, the 20th inst., at daylight.

MAILS ARRIVED TO-DAY

Haiyang, Coast Ports.
Tamba Maru, Shanghai and Japan.
Narrung, Mexico.
Mathilde, Hohow & Baiphong.
Fall of Orchy, Shanghai.

MAILS DUE.

Canadian and Siberian, Monteagle, 19th inst.
German, Luetzow, 20th inst.

MAILS CLOSE.

Tsingtau, Wei-hai wei, Chefoo, Newchwang and Tientsin—Per Kueichow, 19th Aug. 3 p.m.
Swatow, Amoy & Foochow—Per Haiyang, 19th inst., 10 a.m.
Macao—Per Sui Tai, 19th August, 1:15 p.m.
Formosa, via Keelung, Japan via Nagasaki and Seattle—Per Minnesota, 19th Aug., 3 p.m.
Shanghai, North China and Japan via Kobe—Per G. Appar 19th inst., 2 p.m.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per Prinzess Alice, 20th August, 9 a.m.
Straits and Ceylon—Per Namur, 20th inst., 9 a.m.
Saigon—Per Kanau, 20th Aug., 9 a.m.
Shanghai, North China & Japan via Nagasaki (Europe via Siberia)—Per Luetzow, 20th inst., 11 a.m.
Macao—Per Sui Tai, 20th August, 1:15 p.m.
Straits and India via Calcutta—Thongwa 20th inst., 2 p.m.
Philippine Islands—Per Taming, 20th inst., 3 p.m.

Delagoa Bay, Durban, East London, Port Elizabeth, Mossel Bay, and Cape Town—Per Baron Adressan, 21st inst., 8 p.m.
Hohow, Baiphong, Pakhoi, and Saigon—Per Hongkong, 21st inst., 9 a.m.
Swatow, Amoy and Formosa via Amoy & Takas—Per Soshu Maru, 21st Aug., 9 a.m.
Shanghai and North China—Per Hangan, 21st inst., 11 a.m.
Macao—Per Sui Tai, 21st August, 1:15 p.m.
Shanghai and North China—Per Anhui, 21st Aug., 3 p.m.

Swatow, Amoy and Foochow—Per Haitan, 22nd Aug., 10 a.m.
Straits and India via Calcutta—Per Lovat, 22nd Aug., 1 p.m.
Macao—Per Sui Tai, 22nd August, 1:15 p.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria and Tacoma—Per Canada Maru, 23rd inst., 11 a.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Honolulu, United States, & South America, Canada via San Francisco (Europe via Siberia)—Per Mongolia, 23rd Aug., noon.

Macao—Per Sui Tai, 23rd Aug., 1:15 p.m.
Straits, and India via Calcutta—Per Torilla, 23rd Aug., 2 p.m.

Philippine Islands—Per Yuen-sang, 23rd August, 1 p.m.
Shanghai & North China (Europe via Siberia)—Per Chenan, 23rd Aug., 5 p.m.

Swatow—Per Haimun, 24th inst., 9 a.m.

Philippine Islands—Per Zafro, 25th August, 3 p.m.

Swatow, Amoy and Foochow—Per Haiyang, 26th August, 10 a.m.

Japan via Nagasaki—Per Kumano Maru, 26th Aug., 10 a.m.

SHIPPING NEWS.

ARRIVED.

Soshu Maru, Jap. s.s. 1,119, K. Tashiro, 18th inst., Swatow 15th inst., Gen.—O.S.K.
Bemuda, Ger. s.s. 4,590, Feldmann, 17th inst.—Shanghai 14th inst., Gen.—H. A. L.
Haiyang, Br. s.s. 1,363, E. A. Hodgins, 18th inst.—Foodchow, Amoy and Swatow 18th inst., Gen.—D. L. & Co.
Derwent, Br. s.s. 1,507, Jenkins, 16th inst.—Sourabaya 6th inst., Sugar.—Mat Pat.
Elger, Nor. s.s. 875, E. Fingelsen, 16th inst.—Newchwang 10th inst., Beans & Gen.—Kwong Hoi Tay.
Narrung, Eng. s.s. 3,775, N. A. Starker, 17th inst.—Mazatlan 18th July, Ballast.—Eng. Hok Fong.
Elax Br. s.s. 2,985, Smaitt, 17th inst.—Hankow 9th inst., Ballast.—A. F. Co.
Kakidate Maru, Jap. s.s. 1,933, 18th inst.—Mike 13th inst., Coal.—M. B. K.

CLEARANCES AT THE HARBOUR OFFICE.

August 16.
Kwong Chan Wan for K. C. Wan Linan for Shanghai.
Yingehow for Shanghai.
August 18.
Haiyang for Foodchow.
Choyang for Shanghai.

DEPARTED.

August 18.
Signal for Haiphong.
American for K. C. Wan.
Bohemia for Trieste.
Tooshin for Faurang.
Sikang for Haiphong.
Haimun for Swatow.
Empire for Melbourne.
Loongang for Manila.
Yatsing for Calcutta.
Kotchi Maru for Newchwang.
Jinsen Maru for Bombay.
Fukui Maru for Wakamatsu.
Soshu Maru for Canton.
Shoohu Maru for Tamsui.
Sibir for Saigon.

PASSENGERS DEPARTED.

Per s.s. Empire, departed from Hongkong 16th inst., for Australia.
Anglies, Hon. & Frederick, A. F. M.
Bannemann, Grey, W. W.
Berkely, Mrs. Ling, S. W.
Carroll, Miss McNanny, Mrs.
Carr, Master & Pope, Mrs. G.
Dingwall, J. Persico, J. J.
Fulton, Peaks, A. W. J.
Ford, Mrs. Webb, Miss L.

SHIPS PASSED THE CANAL.

London, 5th August.
Arrivals from China:—Deucalion, Jason, Patroclus, Alesia, Laomedon, Sambia.
The following vessels have passed the Canal:—Benarig, Derflinger, Montrose, Indrakula, Magellan.

London, 8th August.
Arrivals from China:—Mishima Maru, Benmoir.
The following vessels have passed the Canal:—Antenor, Kintuck, Nile, Stentor.

London, 12th August.
The following vessels have passed the Canal:—Benarty, Diomed, Indien, Koerber, Prinz Ludwig, Sunda, Annam, Atlantique, Titan, Furet Bulow, Kish.

TIDE TABLE.

18th Aug. to 24th August, 1913.

Time	High Water	Low Water
18th Aug.	10.10	4.10
19th Aug.	11.00	5.00
20th Aug.	11.50	5.50
21st Aug.	12.40	6.40
22nd Aug.	13.30	7.30
23rd Aug.	14.20	8.20
24th Aug.	15.10	9.10

WEATHER REPORT.

On the 17th at 14.30.—Black South Cone and Ball hoisted.
At 19.10.—Signals lowered.
On the 18th at 12.30.—Pressure has increased moderately over Formosa and N. Luzon and along the south-east coast of China. It is highest over the Pacific from the Bonins to the Loochoos.

A depression lies to the east of Japan.

At 6 a.m. this morning the typhoon was in about latitude 23° N. and longitude 105° E. having passed about 50 miles to the south of Hongkong at 11 a.m. yesterday, at the rate of about 25 miles an hour.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 3.95 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	S.E. winds, fresh to moderate; fair.
2 Formosa Channel	Light or variable winds.
3 South coast of China between H.K. and Lamooks	S.E. winds, moderate.
4 South coast of China between H.K. and Hainan	S.E. winds, strong to moderate.

China Coast Meteorological Register.
18th August, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Wootstock	7 a.m.	29.76	85	—	0	b	—
Nemuro	8 a.m.	29.71	—	—	—	—	—
Hakodate	9 a.m.	29.73	—	—	—	—	—
Tokio	10 a.m.	29.65	—	—	—	—	—
Koshi	11 a.m.	29.86	—	—	—	—	—
Nagasaki	12 p.m.	29.95	—	—	—	—	—
K'shima	1 p.m.	29.98	—	—	—	—	—
Oshima	2 p.m.	30.01	—	—	—	—	—
Naha	3 p.m.	30.01	—	—	—	—	—
Ishijima	4 p.m.	29.99	—	—	—	—	—
Bonin Is.	5 p.m.	29.29	—	—	—	—	—
Chefoo	6 p.m.	—	—	—	—	—	—
Whaiwei	7 p.m.	29.83	72	95	nnw	4 b	—
Hankow	8 p.m.	—	—	—	—	—	—
Ichang	9 p.m.	—	—	—	—	—	—
Kiukiang	10 p.m.	—	—	—	—	—	—
Changsha	11 p.m.	29.87	79	91	s	1 b	—
Shanghai	12 m.	29.90	81	—	saw	3bm	—
Gutzlaff	1 p.m.	29.90	81	—	saw	3bm	—
Sharp P.	2 p.m.	29.94	84	—	0	b	—
Amoy	3 p.m.	29.94	83	79	sw	2 b	—
Swatow	4 p.m.	29.94	83	79	sw	2 b	—
Taihou	5 p.m.	29.97	—	—	0	—	—
Taichi	6 p.m.	29.95	—	—	0	—	—
Tainan	7 p.m.	29.95	—	—	0	—	—
Koshun	8 p.m.	29.79	—	—	0	—	—
P'dores	9 p.m.	29.95	—	—	ne	4	—
Canton	10 p.m.	29.95	—	—	ne	4	—
H'kong	11 p.m.	29.87	80	85	se	5 oq	—
Gap Rock	12 m.	29.87	80	85	se	5 oq	—
Macao	1 p.m.	29.87	80	85	se	5 oq	—
Wuchow	2 p.m.	29.87	80	85	se	5 oq	—
Pakhoi	3 p.m.	29.87	80	85	se	5 oq	—
Hohow	4 p.m.	29.87	80	85	se	5 oq	—
Phullen	5 p.m.	29.87	80	85	se	5 oq	—
Tourane	6 p.m.	29.87	80	85	se	5 oq	—
C. St. J.	7 p.m.	29.87	80	85	se	5 oq	—
Apurri	8 p.m.	29.87	80	85	se	5 oq	—
Manila	9 p.m.	29.87	80	85	se	5 oq	—
Legaspi	10 p.m.	29.87	80	85	se	5 oq	—
Iloilo	11 p.m.	29.87	80	85	se	5 oq	—
Bacolod	12 m.	29.87	80	85	se	5 oq	—
Cebu	1 p.m.	29.87	80	85	se	5 oq	—
Labuan	2 p.m.	29.87	80	85	se	5 oq	—

T. F. Claxton, Director.
Hongkong Observatory, July, 18.
1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2 Temperature, in the shade, in degrees Fahrenheit.
3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.
4 Direction of Wind, to two points.
5 Force of Wind, according to Beaufort Scale.
6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.
8 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous	Day On	Date On	Date
Barometer	29.71	29.63	29.55
Temperature	85	80	80
Humidity	66	92	73
Wind	W	W	W
Direction	1	0	1
Force	b	b	c
Weather	b	b	c
Rain	—	—	—

H.K. Observatory, 18th Aug., 1913.
T. F. Claxton, Director.

Oysters, Fresh, Fried or Stewed.
Fishes, Haddock, Kipper, etc.
ALEXANDRA CAFE.

Mail Steamers.

THE PENINSULAR AND ORIENTAL S. N. CO.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	Steamers	To Sail On	Remarks
SHANGHAI, MOJI, KOBE AND YOKO-HAMA	NORR Capt. D. Asbury.	about 23rd Aug.	Freight & Passage
SHANGHAI	DEVANHA Capt. W. R. Hickey	about 28th Aug.	Freight & Passage
LONDON, via Usual Ports of Call	ARCADIA Capt. S. Barcham	Neon 30th Aug.	Freight & Passage
LONDON & ANTWERP via Singapore, Penang, Ceylon, Port Said, & Marseilles	NAMUR Capt. A. Collyer.	10 a.m. 30th Aug.	Freight & Passage

All the above steamers are fitted with Wireless Telegraphy.
For Freight, or Passage apply to E. A. Hewett, Superintendent.

P. & O. S. N. Co.'s office,
Hongkong, 18th August, 1913.

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES

For	Steamers	To sail on
NAPLES, GENOA, ALGERIA, GIBRALTAR, SOUTHAMPTON, ABERDEEN & HAMBURG	PRINCESS ALICE Capt. J. Bortfeldt	WEDNESDAY, 20th August, 10 a.m.
SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA	LUTZOW Capt. H. Textor	WEDNESDAY, 20th August, 10 a.m.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	P. WALDEMAR Capt. H. Bremer	SATURDAY, 6th Sept., 9 a.m.
KOBE & YOKOHAMA	P. WALDEMAR Capt. H. Bremer	about TUESDAY, 19th Aug., 6,000
JESSELTON, KUDAT & SANDAKAN	BORNEO Capt. J. Koehler	about the end of August.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD MELCHERS & CO.

GENERAL AGENTS, HONGKONG and CHINA

Hongkong, 14th August, 1913.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

REGULAR FORTNIGHTLY SERVICE BETWEEN EUROPE AND JAPAN.

NEXT SAILINGS.—			
OUTWARD.		HOMEWARD.	
Steamers.	Will leave for Japan on	Steamers.	Will leave for Marseilles.
Magellan,	25th Aug. 7 a.m.	Chili,	26th Aug. 1 p.m.

For Freight and Passage apply to
M. SAINT CLAIR de BUSSIERRE, Agent.
Queen's Buildings, No. 3.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia via Manila.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
EMPIRE	—	16th Aug. 11 a.m.
ALDENHAM	4th August.	—
ST. ALBANS	30th	19th Sept. 11 a.m.
EASTERN	20th Sept.	31st Oct.

The above Steamers are fitted with Refrigerating Machinery, on sailing a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to
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